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CUT-PRICE TESLA TESTED

HEAD-TO-HEAD Can new Smart #5 and Kia EV5 beat basic Model Y?

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KM75 DUV
LA75 UVE

PLUS KIA's £25k BABY EV REVEALED

277-mile EV2 gets the jump on new Polo SUV

OFFICIAL MAZDA CX-6e

Sleek SUV takes aim at Europe's upmarket elite

NEW SAFETY PLAN

Young and old in Labour's crosshairs

DRIVEN NEW NEXO

Hydrogen Hyundai rarer than a Ferrari

DRIVEN MERC-AMG GT 63 PRO FLAT OUT

Does 603bhp supercar finally have Porsche beaten?

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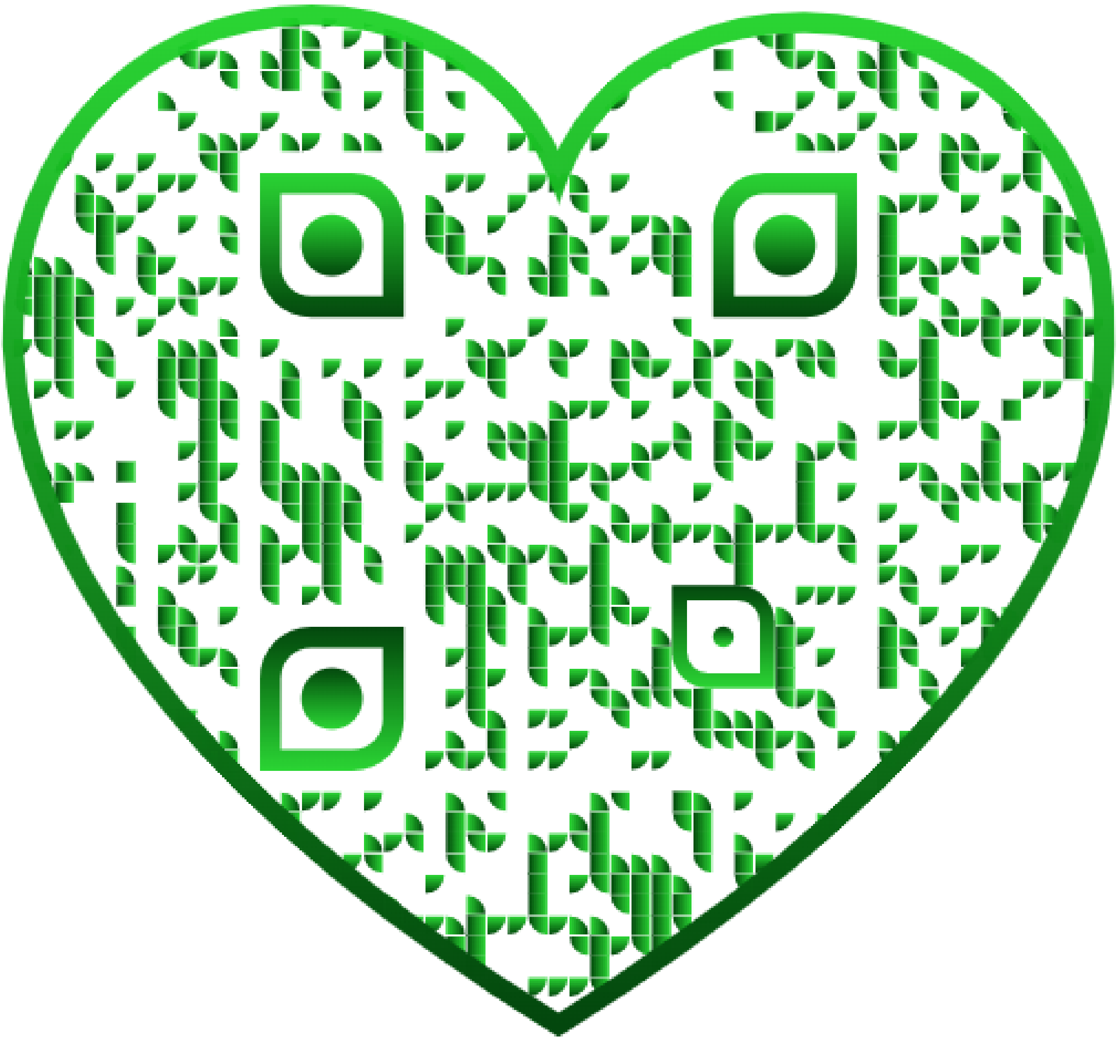

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WHAT CAR? CAR OF THE YEAR AWARDS 2024
Best Small SUV
Lexus LBX
WHAT CAR? CAR OF THE YEAR AWARDS 2025
Best Small SUV
Lexus LBX

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Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

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CARWOW GROUP

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

THE Department for Transport's long-awaited Road Safety Strategy (Page 20) was finally published last week: 60 pages sprawling into many areas of drivers' lives, with the noble and necessary goal of making a dent in the 1,600 people killed and 27,865 people seriously injured on our roads in 2024.

The UK has vacated its podium place among Europe's top countries for road safety in recent years, with 22 states having done a better job of reducing casualties over the past decade. But it would be pretty bold to say the contents of this strategy document will achieve the hefty target of a 65 per cent cut in the number of people killed or seriously injured on UK roads by 2035.

> **"I AGREE WITH MOST OF THE STRATEGY, BUT QUESTION WHETHER THERE'S ENOUGH IN IT TO HAVE THE IMPACT NEEDED TO BRING A REAL DROP IN ROAD CASUALTIES"**

Let's start with the stuff that most people would see as pretty sensible. We all know new drivers are in the high-risk category, so mandating a minimum amount of time behind the wheel before a test makes a lot of sense; lowering the legal blood/alcohol level for new drivers is also a good idea.

At the other end of the experience scale, compulsory eye tests for older drivers are another sensible suggestion, but it will be interesting to see what impact the proposed lowering of the drink-drive limit to match Scotland and most of mainland Europe could have, because I suspect many drink-drivers don't merely stray fractionally over the limit. That's why I'm a fan of alcolocks. Anyone convicted of drink-driving should have no problem with having to prove they're sober and not endangering other road users every time they get behind the wheel. How you monitor and police that is a another matter entirely, though...

Some of the consultations proposed by the DfT concern issues I'm sure every law-abiding motorist will get behind. Stiffening punishments for driving with no insurance or MoT, or failing to stop after a collision, can't be argued with; likewise a focus on the baffling number of drivers who still won't wear a seatbelt. All of these are things that I think should already be dealt with more harshly. Some of the other ideas, though, such as looking at headlight glare or mandating car safety systems, sound like matters beyond the scope of the UK Government.

Overall, I agree with most of the strategy, but question whether there's enough in it to actually have the huge impact needed to bring a real drop in road casualties over the next decade.

PAUL BARKER

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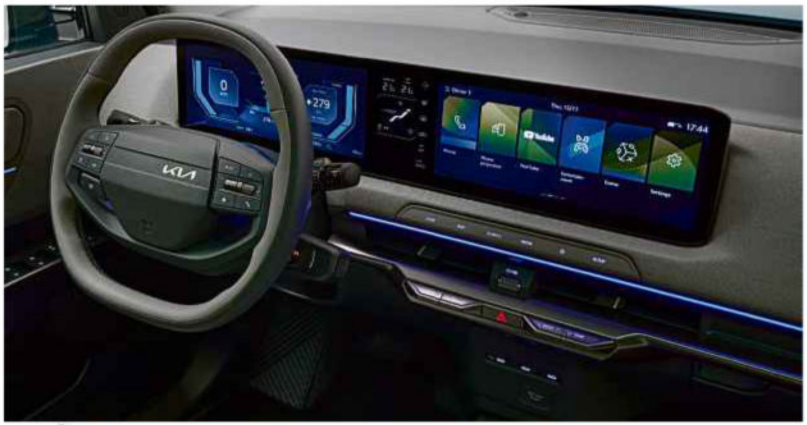

Jordan Katasianis

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> **"PRICING IS DUE TO KICK OFF AT AROUND £25k AND KIA IS ALREADY BOASTING THE EV2 WILL PACK SOME IMPRESSIVE RANGE FIGURES"**

THE next step in Kia's electric journey is focused on bringing EV motoring to the masses with the new EV2. This compact B-segment crossover is roughly the size of a Nissan Juke or Volkswagen T-Cross, and will rival EVs such as the Peugeot E-2008, Renault 4 and VW's forthcoming Polo SUV, the ID. Cross, when it arrives later this year.

Pricing is due to kick off at around £25,000, and the manufacturer is already boasting the EV2 will pack some impressive figures in terms of range and interior space, plus bring a package of fresh high-end tech to the class for the first time.

The EV2 will be available with two battery options, but it's the larger one that is expected to take the lion's share of sales in the UK. The entry-level 'standard range' variant uses a 42.2kWh battery pack that powers a single electric motor on the front axle. This car produces 144bhp, and can get to 62mph in 8.6 seconds, which isn't a bad figure, considering the class average. Range is estimated to be 194 miles on a charge, although final WLTP figures are yet to be announced by the Korean brand.

However, it's the 61kWh version which should be the big seller in the UK and is capable of an estimated 277 miles of range from a single charge. This is more than most key rivals, including the Renault 4, Ford Puma Gen-E and Peugeot E-208.

The long-range EV2 also features a front-mounted electric motor, but peak power is reduced to 134bhp. Due to this lower output and the extra weight of the long-range model, Kia is quoting a 9.5-second 0-62mph acceleration time.

Precise DC charging rates have yet to be confirmed, but Kia says a 10-80 per cent recharge for the 42.2kWh and 61kWh battery packs will take 29 and 30 minutes respectively. Rather than quote a specific peak number, Kia is more concerned about a flat and consistent charge curve.

Fans of the brand's current styling language will like the EV2, because it takes those same design elements and repurposes them in a small and cute package. The overall shape is boxier and more upright than larger Kia models such as the EV3, but this is to the benefit of interior space.

However, the real magic of the EV2's looks is that they marry European design focus with Kia's distinctly Korean styling language. At just over four metres long, the EV2 is very compact in terms of its footprint, but the relatively large wheels and use of high-quality finishes on the exterior help to make it feel compact but not cheap. This is complemented by the latest iteration of Kia's design, which is as distinctive and premium-feeling as that of any European rival.

Kia Europe's marketing director, David Hilbert, explained how Kia's

OFFICIA

STYLING
Kia Europe's marketing director David Hilbert (left) talks our man through the firm's EV2 crossover

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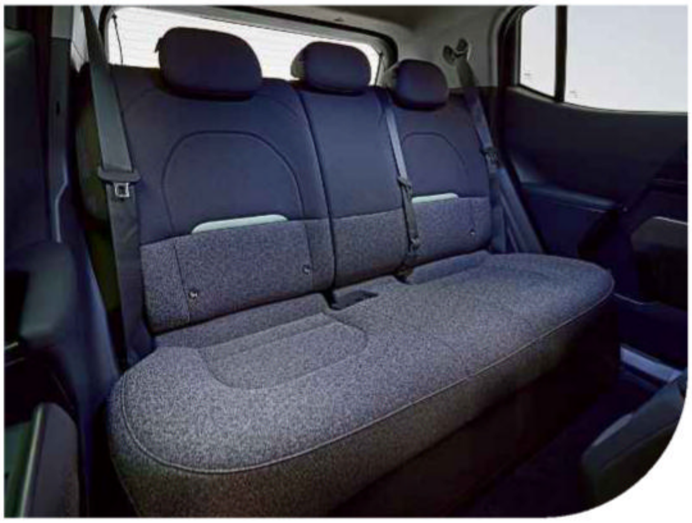
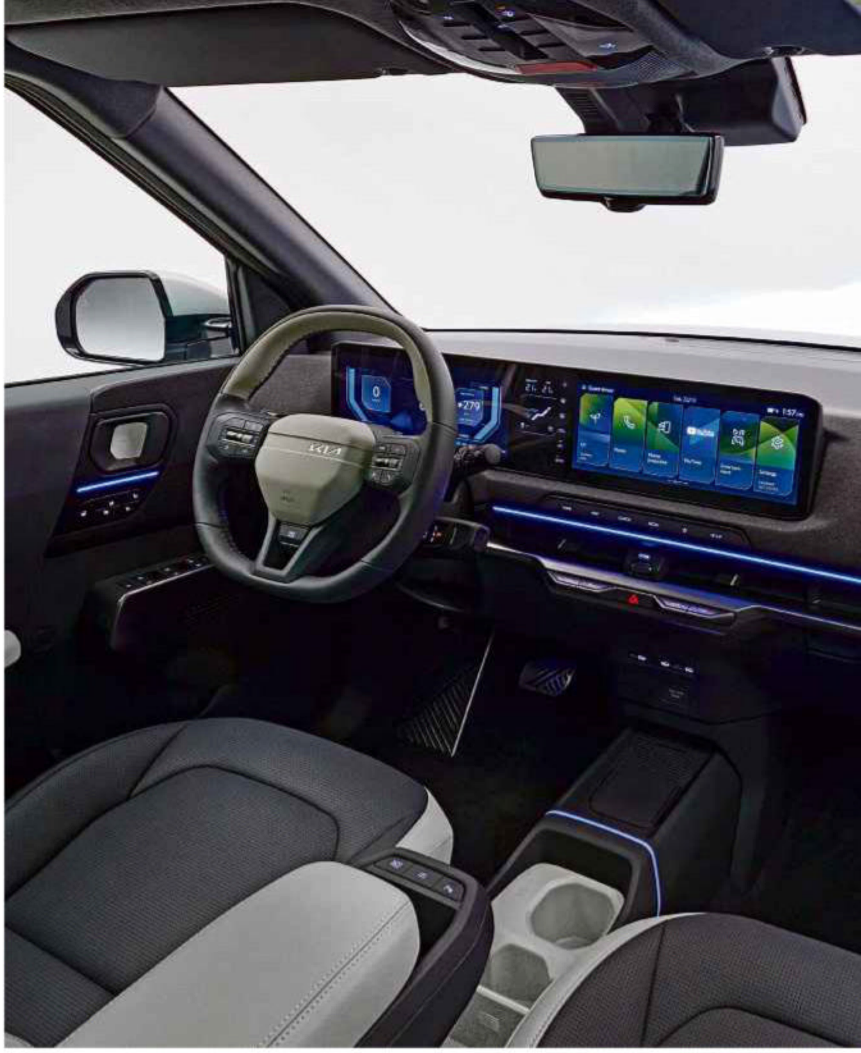
New electric Ren

OMPACT KIA EV2 THINKING BIG

ault 4 challenger offers up to 277 miles of range, a spacious interior and large-car technology



SEATING Kia will give buyers the option of a fixed three-seat rear bench, or two individual chairs that can slide to offer extra boot space or legroom



“DUAL-ZONE CLIMATE CONTROL, LED LIGHTS AND A LARGE TOUCHSCREEN ARE STANDARD”

designers found such a balance. “We have this opposites united design philosophy, which is about contrasting elements,” he said. “It’s very much rooted in Seoul. You go to Seoul, and you see the old palace, but then in the background you have the cityscape, with high-rises and skyscrapers.”

All models feature full LED lighting and black roof rails, with an optional sunroof, but there are two distinct looks across the entry-level Air and upper-spec GT-Line versions.

The Air model has 16-inch wheels as standard, with 18-inch rims available as an option. This edition has a sleek look, with contrasting bumpers and wheelarch extensions, plus silver inserts at the front and back. The GT-Line model has a unique 19-inch wheel option, plus sportier elements on the front and rear bumpers.

Inside, Kia has used fabrics to deliver an air of quality, even though there’s more than a few hard plastics used in different places. The key touchpoints are great, though, with a classy steering wheel, solid door pulls and a centre console with storage and a few controls for the parking cameras and sensors.

As in all electric Kias, the gear selector is mounted on the steering column. This saves space in the centre console, which contains a few cup-holders and a big storage tray.

Precise kit levels are still to be confirmed, but dual-zone climate control, LED lights and a large colour touchscreen will be standard across the range. Upper-spec models will pick up lots of big-car features such as a 360-degree parking camera, heated seats and steering wheel, plus ambient lighting and customisable skins for the infotainment system.

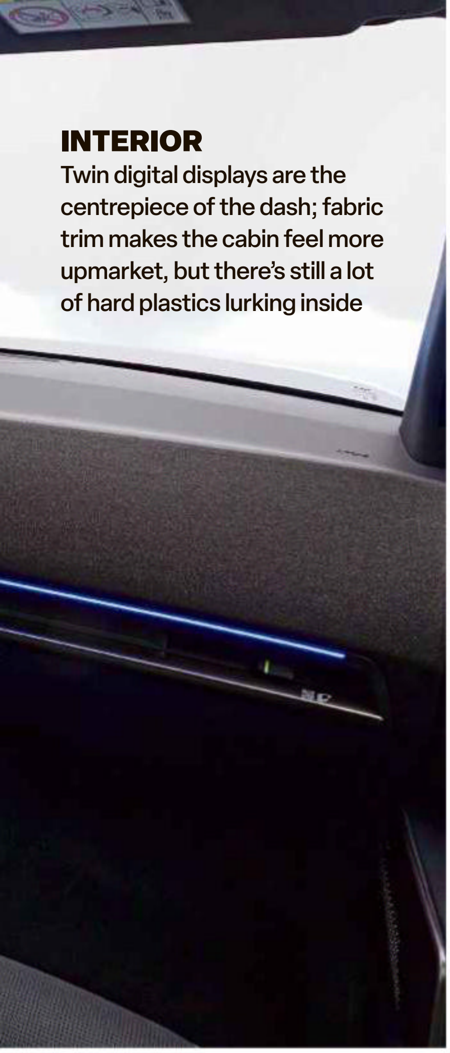
There are also a few cheeky details, including an illuminated ‘have a nice day’ message visible from outside when you lock and unlock the car.

Kia has fitted the same impressive infotainment set-up that’s in its much larger and more expensive models. This includes two 12.3-inch displays, one for the driver and the other a touchscreen, split by a further 5.4-inch panel that controls the climate functions. While this can be a little obscured by the steering wheel, there are physical controls for both the fan speed and temperature on the dash, making it a doddle to adjust quickly.

The system has a clear and logical layout for most key functions. There’s a good amount of configurability on the main screen, and wireless Apple CarPlay and Android Auto are fitted as standard. Kia has removed the embedded navigation on most models, but most drivers prefer to use phone-mirroring apps, anyway.

The EV2’s boxy shape means there’s lots of space inside, both in terms of headroom and rear legroom – and Kia will offer two rear-seat options. The basic set-up has a fixed rear bench with three seatbelts and a 322-litre boot capacity. There’s an adjustable floor as standard, which makes the boot floor level with the load lip, but the lip itself is quite high.

Buyers can also specify a sliding rear bench with two individual rear seats. This limits the EV2 to seating just four occupants in total, but it also unlocks more boot space – up to 403 litres – with the seats positioned all the way forward. Alternatively, you can slide the seats back for additional legroom in the back when required.



INTERIOR
Twin digital displays are the centrepiece of the dash; fabric trim makes the cabin feel more upmarket, but there's still a lot of hard plastics lurking inside

EQUIPMENT
All versions get full LED lighting and black roof bars

TOP STORY

EV3 GT With 288bhp, new edition sprints from 0-62mph in 5.7 seconds

GT editions boost power to turn up the heat on EV trio

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ALONGSIDE the new EV2 (left), Kia has expanded its performance portfolio at the Brussels Motor Show, pulling the covers off new flagship GT editions of the EV3, EV4 and EV5.

While the three compete in different segments, they share a distinct philosophy, introducing dual-motor all-wheel drive to the ranges. All utilise Kia's 81.4kWh battery pack and have significantly more power than their mainstream siblings.

Crucially, Kia has focused on character over raw numbers. All three GTs have the 'Virtual Gear Shift' (VGS) system first seen on the larger EV6 GT. Using steering wheel-mounted paddles, this tech mimics the sound, throttle mapping and mechanical jolt of a manual gearbox in a combustion-engine car.

This is complemented by GT-specific adaptive dampers, lowered suspension and larger 20-inch wheels wrapped in performance tyres, to hopefully ensure the handling matches the extra power.

The smallest of the new arrivals is the EV3 GT, with an output of 288bhp, allowing the crossover to hit 62mph in 5.7 seconds. This doesn't quite match the Volvo EX30 Twin Motor or Smart #1 Brabus, but the Kia is billed as a more involving driver's car.

Using the same dual-motor powertrain, the new EV4 GT – available as a hatchback and a Fastback – is the quickest of the three cars shown at Brussels. It sprints from 0-62mph in just 5.4 seconds, shaving 2.3 seconds off the standard model's time.

At the top end of the range sits the EV5 SUV. The new GT variant pushes output to approximately 300bhp – an 85bhp increase over the standard model. It manages 0-62mph in 6.2 seconds, placing it squarely against rivals like the Volkswagen ID.4 GTX and Skoda Enyaq vRS, although it trails the Tesla Model Y Performance on pure speed.

Visual updates are subtle and include aggressive bumpers, acid green accents and supportive sport seats. Naturally, the added performance and grip impact efficiency; while official figures are pending, a slight dip from the standard models' 300-388-mile ranges is expected. However, charging speeds remain competitive, with a 10-80 per cent top-up taking around 31 minutes on all three variants.

Production is slated to begin shortly, with UK deliveries expected by the summer. Pricing is estimated to sit above the current GT-Line S models: approximately £45,000 for the EV3 GT, rising to between £46,000-£50,000 for the EV4 GT, and topping out near £52,000 for the EV5 GT.

EV4 GT The fastest of the three new GT models, the hatch can dash from 0-62mph in 5.4 seconds

EV5 GT With 300bhp, this is the most powerful of the three new GTs, rivalling the Volkswagen ID.4 GTX

Mazda targets Tesla wi

Ellis Hyde

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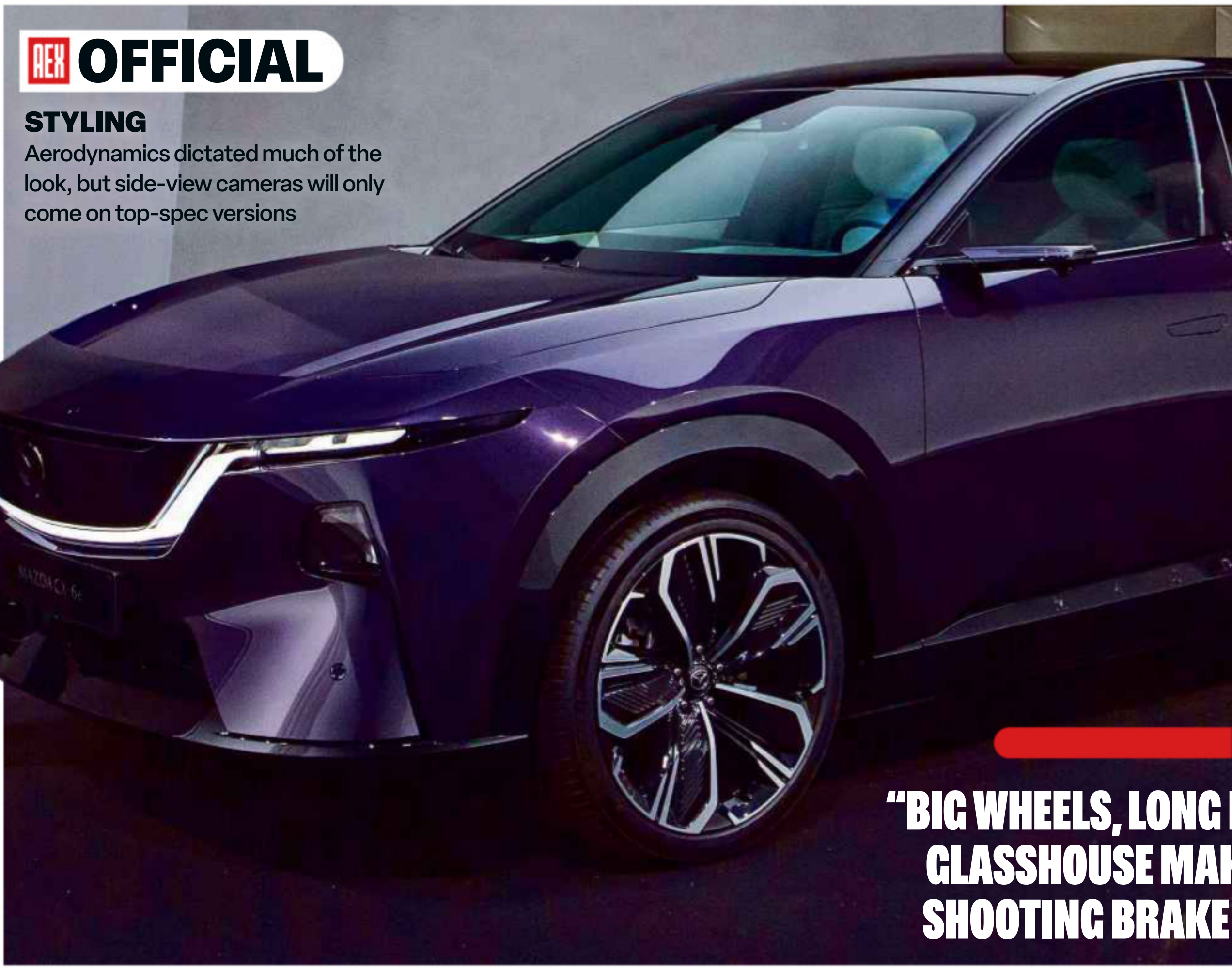
REVEALED European-developed version of Chinese EV is expected to go on



OFFICIAL

STYLING
Aerodynamics dictated much of the look, but side-view cameras will only come on top-spec versions

“BIG WHEELS, LONG
GLASSHOUSE MA
SHOOTING BRAKE

WELCOME the all-new Mazda CX-6e: the latest challenger to the Tesla Model Y, Skoda Enyaq and Smart #5 and, in effect, the zero-emissions alternative to Mazda’s top seller, the CX-5. It’s due to arrive here towards the end of the year.

If this sleek mid-size electric SUV looks familiar, that’s because it was unveiled last spring in China, where it’s badged as the EZ-60. It’s also available with a plug-in hybrid powertrain there, but only the EV is coming to the UK and Europe.

Like the Mazda 6e saloon – the company’s answer to the Tesla Model 3 and BYD Seal, which is also coming soon – the CX-6e is the product of a partnership between Mazda and Chinese maker Changan. The pair are built in China and use Changan’s EPA1 electric-car platform, which also underpins the Deepal S07 that came to the UK last year.

Every CX-6e will feature a 78kWh battery that Mazda says offers up to 300 miles of range, which is short of some rivals. The entry-level Model Y has a 314-mile range, for instance; some versions do almost 390 miles.

At least with a maximum charging speed of 165kW, a 10 to 80 per cent top-up for the Mazda from most DC rapid chargers should take just 24 minutes. Plus, the rear-wheel-drive CX-6e has 255bhp and can hit 62mph from rest in 7.9 seconds.

Three drive modes will be available – Normal, Sport and Individual – and Mazda says the car will deliver the dynamic driving experience buyers expect from its products. Up front is a MacPherson strut suspension while the rear uses a multi-link set-up. The chassis was tuned by Mazda R&D in Germany to ensure the SUV performs well on European roads.

To our eyes, the CX-6e is possibly the best-looking family SUV around. It’s low, wide and imposing, with big wheels, a long bonnet and a shallow glasshouse that make it look more like a shooting brake than a regular SUV.

Aerodynamics have informed lots of the design elements, including the drag-reducing side-view cameras you see on this model. However, only the top-spec version will feature these.

At the back, a dramatically raked screen meets ultra-thin LED lighting, and there’s Mazda lettering instead of the brand’s traditional winged badge.

Inside, the centrepiece is a huge 26-inch 5K display, running from the middle of the dash to in front of the passenger seat. There’s no instrument cluster, but every model has a head-up display for driving information.

As in the latest CX-5, there are no physical buttons inside, but Mazda assures us the ‘smart cockpit’ can be operated by voice, touch or gesture. We couldn’t try the latter ourselves when we saw the CX-6e in a studio, but we’re told there will be several gestures for drivers to use.

Other technology onboard will include wireless Apple CarPlay and Android Auto, plus a 23-speaker 1,280W sound system, including speakers in the front headrests that apparently allow passengers to listen to different music if they really can’t stand each other’s taste.

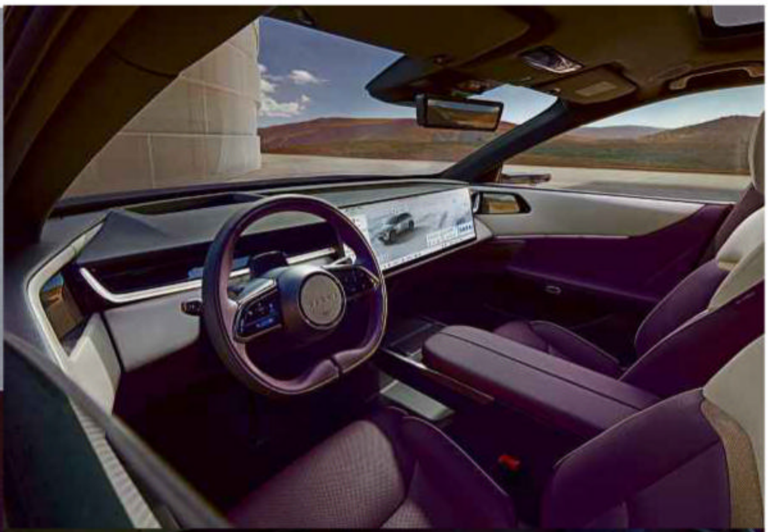
It might have some dramatic design cues, but the CX-6e is also 4,850mm long and 1,935mm wide, with a wheelbase of 2,902mm. So not only is it larger than the latest CX-5, it’s also bigger than the Model Y and Enyaq; there’s a lot of space inside, and the panoramic glass roof helps make the cabin feel airy.

Given the Mazda 6e’s mooted price of £40,000, we would expect the CX-6e to have a starting figure of less than £45,000 when it comes to the UK. That’s about the same as a mid-range Model Y, Enyaq or #5.

There will be Takumi and Takumi Plus trims, with every model getting heated and ventilated seats, 256-colour ambient lighting, the panoramic sunroof and a powered tailgate.

ith sleek electric SUV...

sale in the UK late this year



BONNET AND SHALLOW
KE IT LOOK MORE LIKE A
THAN A REGULAR SUV"

INTERIOR Dashboard (top) is dominated by 26-inch touchscreen. We found car's size means lots of space inside, and glass roof gives an airy feel

New architecture all Mazda's work

...but postpones arrival of first EV on new platform

MAZDA is pushing back the launch of the first EV based on its new architecture again.

The first models on Mazda's new EV platform were expected to arrive in 2025. Some time later, it claimed they would be here in 2027. But now an official company presentation has confirmed to Auto Express that this won't happen until at least 2028.

Mazda says it will be able to efficiently build electric cars of all sizes based on this one scalable platform, similar to what Volvo can do with its new SPA3 architecture. However, the Japanese brand still hasn't said what the first model based on the new platform will be.

We're all but certain it will be an SUV of some description, but not the same size as the new CX-6e (left) to avoid making that obsolete or cannibalising sales of both.

Mazda is ramping up its efforts in the EV market with the 6e saloon and the CX-6e, but they're based on a platform from Chinese firm Changan, not an in-house Mazda-designed architecture.

"THE FIRST OF MAZDA'S NEXT GENERATION OF EVS WON'T ARRIVE UNTIL 2028 AT THE EARLIEST"

Puma keeps the best-selling UK car crown for a third year

Ellis Hyde

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OFFICIAL Ford SUV top, followed by Sportage and Qashqai

BEST-SELLING UK CAR 2025
FORD PUMA
55,488 SOLD

> “A TOTAL OF 55,488 NEW FORD PUMAS WERE SOLD LAST YEAR, UP FROM 48,340 IN 2024”

BEST-SELLING UK EV 2025
TESLA MODEL Y
24,298 SOLD

BEST-SELLING UK BRAND 2025
VOLKSWAGEN
178,599 SOLD

THE Ford Puma was the UK’s best-selling car in 2025, according to new data released by the SMMT (Society of Motor Manufacturers and Traders), making it three years on the trot that the small SUV has topped the sales chart.

A total of 55,488 new Pumas were sold last year, up from 48,340 in 2024. The Kia Sportage had a good innings, but came second to the Ford once again, with 47,788 sold. Similarly, the British-built Nissan Qashqai took third place in the rankings again, with 41,141 examples finding new homes.

The Vauxhall Corsa, which failed to crack the top 10 list in 2024, made quite the comeback by claiming fourth place, with 35,497 models leaving showrooms last year. The Nissan Juke wasn’t far behind in fifth, with 34,773 sold.

Meanwhile, the Tesla Model Y remained the most popular EV in the UK, with 24,298 sold, followed by the Tesla Model 3 in second and the Audi Q4 e-tron in third.

Volkswagen retained the title of the UK’s favourite car brand, in terms of outright sales, after shifting 178,599 models during 2025 – up nearly 7.4 per cent on the previous year. This comes despite having no single model with a top-five sales ranking, suggesting that customers from across the spectrum are showing the love for Volkswagen and its cars.

Next in the charts was BMW with 122,721 units sold, followed closely by Ford (118,997) and Kia (113,429).

In total, 2,020,373 new cars were registered in 2025. This is the first time sales reached such levels since before the pandemic in 2019, and represents a 3.5 per cent increase on 2024. Some 1.19 million cars – or roughly six out of every 10 sold – went to fleets, while 779,524 were private sales, which was a 4.5 per cent increase on the year before.

Despite sales of petrol cars dropping by eight per cent last year, it remained the preferred fuel among Brits, accounting for more than 46 per cent of the total market share. Electric cars were second (23.4 per cent), followed by full hybrids (13.9 per cent), plug-in hybrids (11.1 per cent) and finally diesels (5.1 per cent).

Unsurprisingly, the biggest decline was in sales of diesels, which dropped by nearly 16 per cent, whereas sales of plug-in hybrids shot up by 34.7 per cent compared with 2024.

Meanwhile, 473,340 new electric cars were registered in 2025. That’s more than in the whole of 2021 and 2022 combined, and means they accounted for almost one-in-four cars sold in the UK last year. But as a whole, sales still fell short of the 28 per cent target set by the Government under its ZEV Mandate. That target has risen to 33 per cent for 2026.

The introduction of the new Electric Car Grant (ECG) in July 2025 will certainly have helped boost the appeal of EVs among buyers. Yet the SMMT claims manufacturers paid roughly £5.5billion in discounts last year alone, which equates to £11,000 per EV sold. This level of subsidisation is “clearly unsustainable,” the organisation reiterated.

Mike Hawes, chief executive of the SMMT, also highlighted to Auto Express that the gap between the number of EVs sold and the ZEV target was 4.6 per cent last year, growing from 2.4 per cent in 2024.

OFFICIAL
TEAM GB
VAUXHALL
Frontera Electric
Combo

Brand aims to be back on the best-seller's podium by the time of the 2028 Los Angeles Olympics

Vauxhall to push 'Britishness' with some help from Team GB

Richard Ingram

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VAUXHALL has announced a partnership with Team GB, something the maker's MD says will give the brand a renewed focus on its "Britishness", and help it back to the UK new-car sales podium by 2028.

Speaking exclusively to Auto Express, group managing director for Stellantis UK and managing director of Vauxhall, Eurig Druce, said: "To be on the podium of UK sales, that's where I want to be. We have a plan.

"It's linked nicely with Team GB for a couple of reasons," he told us. "We're a sporting nation in the UK. The one event that unites the UK population, unites all the nations, is the Olympics. Team GB, Britishness; [Vauxhall] needs to be back on the podium for 2028, hence the partnership".

Vauxhall sold 81,821 vehicles in 2025, making it only the 13th largest car company in the UK. Volkswagen, which topped the table, sold 178,599 models in the 12 months to the end of December – 118 per cent more than Vauxhall.

The British brand was also beaten by its Stellantis stablemate, Peugeot, plus Skoda, MG, Nissan, Toyota and Hyundai. Premium marques Mercedes, Audi and BMW all sold more cars too, while Ford and Kia both found themselves in the top five. With the likes of BYD, Jaecoo and Omoda on the rise, Druce and his team will be conscious of the Chinese breathing down their necks this year.

Another element of Vauxhall's planned resurgence will be the introduction of the sporty GSE sub-brand. "The strength of Vauxhall is the trust," Druce told us. "The cars are reliable, they're everywhere, but what we are missing is anything that gives you a little bit of the excitement of the old VXR, the old GSIs, the old GTEs.

"We don't have that right now; there's nothing in the range. But we're correcting that with GSE. I need to bring that excitement back into the Vauxhall brand."

Vauxhall has already announced prices for the electric Mokka GSE, with plans to reveal a hot Corsa model later this year. The supermini will be based on the Peugeot E-208 GTi, with almost 280bhp, lower suspension, a wider track and limited-slip differential.

At the other end of Vauxhall's product line-up is the bargain Frontera SUV – a model Druce reckons will be a surefire hit when it comes on stream over the next few months. "We see Frontera being the second best-selling Vauxhall [this] year," he told us. "Corsa will be number one, and Frontera? Probably 20,000 to 24,000 units – we've already had 10,000 orders in the first three months, and 60 per cent are EVs."

> **"ANOTHER ELEMENT OF VAUXHALL'S PLANNED RESURGENCE WILL BE THE INTRODUCTION OF THE GSE BRAND"**

TEAM GB
VAUXHALL
PROUD PARTNER

New VW T-Roc on sale now, priced from £31k

ORDER books for the new second-generation Volkswagen T-Roc have opened with prices starting at £31,620. Four trim levels and several powertrains, including an all-new full-hybrid unit, will be offered on the reinvented SUV.

But pricing so far has only been announced for the entry-level Life and the £38,920 R-Line, with the Style trim sitting between the two. VW also says new option packages will be added to make configuration as simple as possible.

While VW has made the T-Roc more efficient aerodynamically, more significant work has been done underneath, because this will be the brand's first full-hybrid model. This milestone had been delayed, because of uncertainty over whether legislation might force hybrids to be phased out.

Fresh Renault flagship takes aim at Hyundai

RENAULT has revealed its new flagship, the Filante, a large coupé-SUV designed to challenge the Hyundai Group's dominance in South Korea.

At 4.9 metres long, the Filante boasts a footprint similar to the Audi Q8 e-tron, prioritising best-in-class rear kneeroom and acoustic comfort. It is powered by a 247bhp hybrid powertrain, combining a 1.5-litre turbocharged four-cylinder engine with electric motors. Under the skin, it utilises the CMA chassis shared with the Volvo XC40 and Chinese partner Geely.

While the Filante will not be sold in Europe for the time being, its electronic architecture, which supports over-the-air (OTA) updates and a dashboard featuring three 12.3-inch screens, will directly influence future European Renaults. Orders for the new car open in Korea in March.

Model 3 Standard slas

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Entry-level saloon has 332-mile range and lowest Tesla insurance rating

CHARGING Access to Tesla's Supercharger network is included in the Model 3 Standard's price

A NEW entry-level 'Standard' version of the Tesla Model 3 has landed in the UK and is available to order from £37,990, meaning it's knocked a healthy £2,000 off the best-selling EV's starting price – or is available from £249 per month.

For context, at the time of writing the most basic Polestar 2 costs from £45,160, the BYD Seal £45,705 and the cheapest BMW i4 is £51,370. Not only is it significantly cheaper, but the cut-price Model 3's 332-mile range is on a par with rivals' too.

The Model 3 Standard is also £7,000 cheaper than the Long Range Rear-Wheel Drive version it sits below, which is now referred to as Premium in the car's line-up.

Tesla has reduced the top speed and acceleration in the Model 3 Standard slightly compared to the old base version, too, allowing it to achieve the lowest insurance rating of any car from the brand to date – group 32 out of 50 – which will cut running costs for buyers. It can still do 0-62mph in 6.2 seconds though.

The Model 3 Standard follows hot on the heels of the Model Y Standard (see our road test on Page 32). Tesla followed the same formula for both, taking the existing base variant of the cars and removing a few of the premium features to bring their starting prices down.

For instance, the interior now has cloth and vegan leather trim and upholstery, instead of fully artificial leather, there's no subwoofer for the sound system, no ventilated front seats or heated rear seats, no FM or AM radio tuner, no rear touchscreen and no ambient lighting.

The Autosteer driver-assistance tech and active dampers found in every other Model 3 are gone, too, while the steering wheel is now only manually adjustable.

The Model 3 Standard does come with the same 15.4-inch central touchscreen, however, plus a panoramic glass roof, powered tailgate, adaptive headlights, heated front seats, two wireless charging pads on the centre console and a set of new 18-inch Photon aero-optimised wheels. You also get access to Tesla's excellent Supercharger network and smart features such as Dog Mode.

> **"MODEL 3 STANDARD IS £7,000 CHEAPER THAN THE LONG RANGE RWD VERSION IT SITS BELOW"**

The first examples of the new Model 3 Standard should be delivered to UK customers by the end of February.

OFFICIAL

CHANGES Tesla Model 3 Standard misses some kit to cut its price; UK cars will get different wheels to the design shown here

hes price by £2k

ON TRACK
HRC concepts of Prelude (left) and Civic Type R (below left) are inspired by racing, while Civic hatch (below) features S+ shift tech

Honda shows racing heart...

Alastair Crooks

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HONDA revealed two new concepts at the Tokyo Auto Salon based on the latest Prelude and the Civic Type R. They're claimed to incorporate "the expertise of Honda Racing Corporation" (HRC), the firm's global racing arm.

The Prelude HRC concept features major tweaks that make it look ready for the race track. There's a new front bumper, side air intakes, extended wheelarches and side skirts, while HRC wheels cover what looks like a larger set of brakes. There's also a massive spoiler mounted on the boot.

Honda says it's developing "HRC Performance Parts" for the new Prelude, which will "enhance the driving performance" by "leveraging the technologies and expertise amassed through racing". The concept features such parts and we could see the production Prelude offer these as accessory-style options.

The Civic Type R HRC concept has an even more aggressive design than the model we crowned Hot Hatch of the Year in both 2024 and 2025.

At the front there's a new bumper with an HRC-branded intercooler behind the lower mesh grille. There are also new wings and a fresh rear spoiler.

Honda's stand also included a Civic e:HEV RS Prototype fitted with the firm's new S+ Shift technology. This has artificially stepped ratios to give the driver the impression of shifting gears via manual gear paddles.

Plans for UK sales haven't been announced, but Honda says the Civic will get the S+ Shift system in Japan before the end of the year.

...as its SUVs get rally-style makeover

AS well as track-based concepts (above), Honda displayed Trail Line SUV models that draw on the firm's experience in off-road racing, including the iconic Baja 1000 rally.

The four concept models presented in Tokyo include meaner-looking versions of the CR-V (right) and ZR-V family SUVs. However, Honda hasn't disclosed what modifications it made to the standard cars to produce these concepts, or when the first of the new Trail Line models will be launched.

Hardcore Toyota GR Yaris Morizo RR is unveiled

WE were expecting the new Toyota MR2 to be revealed at the 2026 Tokyo Auto Salon, but that didn't happen. As consolation prizes go, however, this even more hardcore, super-limited-edition version of the ferocious Toyota GR Yaris hot hatch isn't bad.

The new GR Yaris Morizo RR is the brainchild of Toyota's chairman and 'master driver' Akio Toyoda, who has been racing under the alias Morizo since 2009. He was also one of the test drivers of the GR Yaris during its development, and competed in the 2025 Nürburgring 24 Hours with Toyota Gazoo Rookie Racing (TGRR).

The No109 GR Yaris TGRR entered and finished the race, with Toyoda completing 15 laps of the 'Green Hell'. This experience inspired the creation of the GR Yaris Morizo RR, with the boss providing his own insights.

The electric power-steering has been retuned and the suspension optimised to keep the tyres in firm contact with the road. There's also an exclusive Morizo mode for the GR Yaris's four-wheel drive system. This replaces the Gravel setting on the standard car and sets the torque distribution at 50:50 front-to-back. The 276bhp 1.6-litre three-cylinder turbo engine hasn't been touched.

Just 200 Morizo RRs will be made, with 100 for Japan and the others sold in select European markets. Sales will open in the spring, but the special is likely to cost around £60k.

Aggressive new look fo

REVEALED Fresh face ups the elegance for striking French family car

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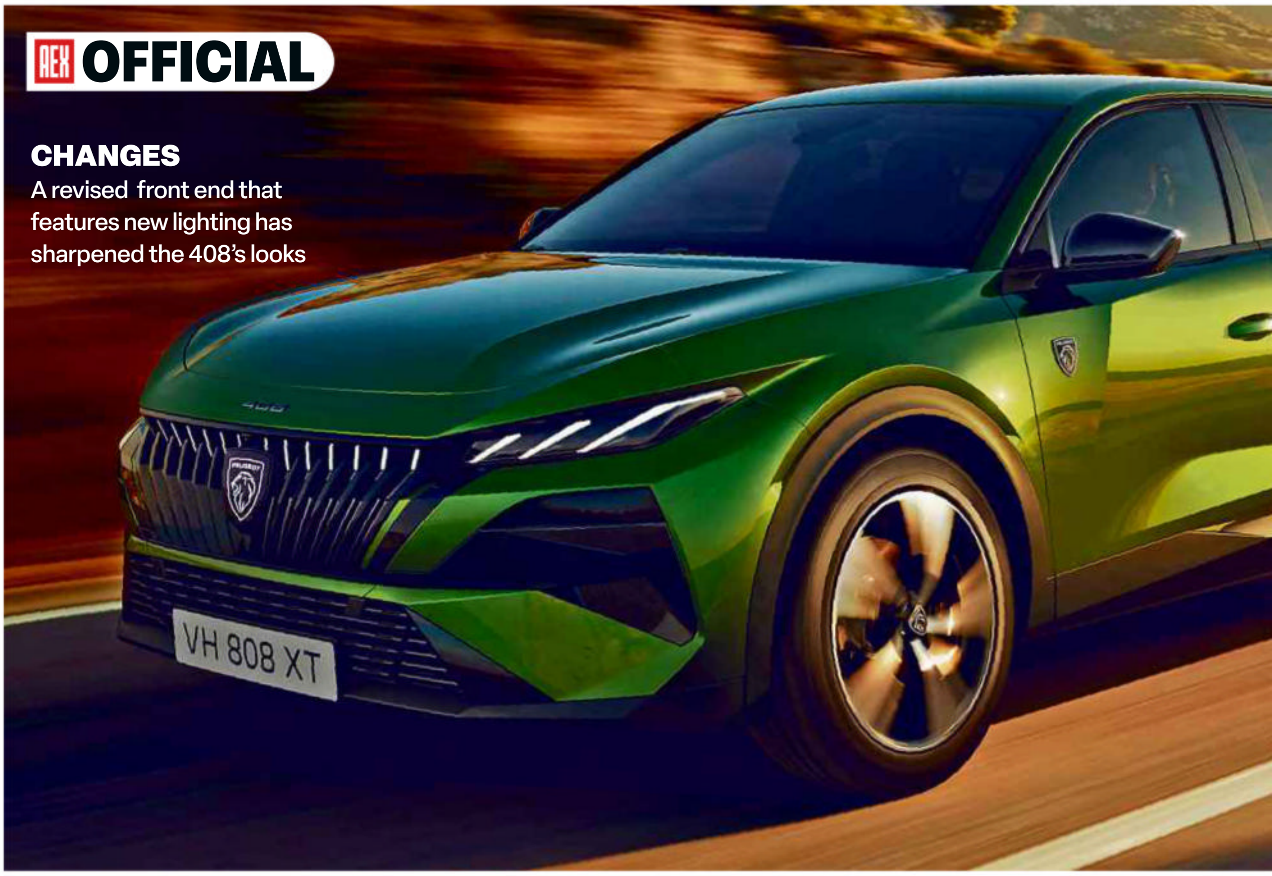

CHANGES
A revised front end that features new lighting has sharpened the 408's looks

THE Peugeot 408 has never understood the perks of being a wallflower and now the already head-turning family car looks even sharper and more aggressive after a mid-life refresh.

The most significant changes are up front. The 408's distinctive fang-like daytime running lights are replaced by sleeker 'three-claw' DRLs that are connected by LED strips incorporated into a new, more sculpted grille, similar to the design on latest 308 hatchback and estate.

Sitting in pride of place on this grille is an illuminated Peugeot shield, which will be found on top-spec models and goes with the lit Peugeot lettering that's been added to the bootlid. The 408 is the French firm's first car with this feature, which is integrated into a transparent strip spanning the rear, which also connects the new three-claw tail-lights.

In order to not distract from the striking new DRLs, Peugeot has tried to conceal the headlights, using sleeker units and placing them lower down in the redesigned bumper, integrated into glossy black inserts. Similarly, the car's proximity radar is hidden behind the Peugeot badge.

Gloss and matt-black accents to the new 408's grille give it a more elegant look, and there is also an exclusive Flare Green paint colour.

The interior is largely the same as in the current 408. But there are some updated graphics on the 10-inch driver's display, plus new fabrics and other materials to boost perceived quality, especially in top-spec models, which feature aluminium, Alcantara and Nappa leather.

Peugeot will offer the new 408 with a choice of hybrid, plug-in hybrid and pure-electric powertrains. The entry-level model features a 1.2-litre three-cylinder petrol engine and an e-motor built into a six-speed dual-clutch automatic transmission, which work together to deliver 143bhp, plus fuel economy of up to 56.5mpg. Peugeot claims the car should spend half its time driving in EV mode around town.

The 408 plug-in hybrid pairs a larger 1.6-litre four-cylinder petrol engine with a more powerful 123bhp e-motor and a seven-speed dual-clutch auto gearbox. Combined power output stands at 237bhp, while the 14.6kWh battery offers a 53-mile electric driving range, up from roughly 40 miles in the old PHEV model.

Finally, the all-electric E-408 gets the same 58.2kWh usable battery as before, but aerodynamic refinements have made it more efficient, so the car can cover 283 miles on a charge (three miles further than previous).

A single electric motor producing 211bhp and 343Nm of torque drives the E-408's front wheels, and thanks to a maximum charging speed of 120kW, the French manufacturer says topping up the electric model from 10 to 80 per cent should take around 30 minutes.

The new Peugeot 408 will go on sale in the UK within the next few months, with prices likely to start from around £33,000, the same as the current model.

> **"SITTING IN PRIDE OF PLACE ON THE GRILLE IS AN ILLUMINATED PEUGEOT SHIELD"**

DETAILS
Tweaks to rear lights mirror those at the front, while new materials have given the 408's interior a refresh

or Peugeot's 408

Designer Leclercq set the tone for Citroen styling with Oli concept in 2022

Sub-£15k EV is right up Citroen's street

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A SUB-£15,000, European-built electric car is tailor-made for Citroen, says the brand's design chief, who vows to be at the forefront of this new vehicle type.

In mid-December the European Union fired the starting gun on a new 'subcategory' of electric cars less than 4.2 metres long, and Citroen's head of design Pierre Leclercq says his company is "ready to shoot" with a proposal.

"This is obviously [something] we're working on," Leclercq told Auto Express. "If we talk about a car that is smaller and more essential, [that] means you can bring mobility to people for a much more accessible price, and that would be an exciting project to put on the street."

The Belgian designer – who kicked off Citroen's eye-catching design language with the Oli concept – confirmed that Citroen's owner Stellantis is working with the European Commission on the 'M1E' subcategory. And his designers have proposals on the drawing board; as part of their current work, they're conceptualising vehicles out to 2032.

A new EV could slot into the range above the Ami quadricycle but below the 4,015mm-long e-C3, which costs £19,995 before its £1,500 electric car rebate. That's the space formerly occupied by the C1 hatchback, Citroen CEO Xavier Chardon told Auto Express.

"This is part of our DNA, and you don't have to go back. The C1 was quite a successful car. It was less than 3.4 metres, so quite compact and [had] up to five seats," he said.

The C1's natural habitat was around town but it had sufficient power for motorway runs. "We believe that [it's] important to find [this] again, this logic at a [low] price point," said Chardon.

Citroen is the Stellantis group's value brand, which makes it a front-runner to deliver an M1E car, according to Leclercq.

Hyundai's luxury MPV sets sights on British buyers

HYUNDAI has unveiled the new Staria Electric at the Brussels Motor Show. A hybrid edition of the MPV has been available in mainland Europe since 2021, but this new all-electric option is designed for UK sale.

The newcomer will be launched in two variants: the Luxury model will be a seven-seater designed for private use, while the nine-seat Wagon is targeted at businesses. Fitted with an 84kWh battery, the Hyundai will offer up to 248 miles of range.

Pricing hasn't been announced, but we expect the Staria EV to start from around £65,000.

Zeekr gets ready to unleash 7GT shooting brake

THIS is the Zeekr 7GT, a high-performance electric shooting brake that is set to arrive in Europe with prices from less than £40,000. It will spearhead a whole range of models due in the next year or so.

Zeekr is part of Geely's empire, and the 7GT is the latest of its high-spec cars. In other global markets it comes in 416bhp single-motor and 637bhp twin-motor forms. Zeekr quotes a 3.3-second 0-62mph time and a top speed of 131mph. The brand hasn't said when it'll join the UK market.

Jeep boss reveals Wrangler could make European return

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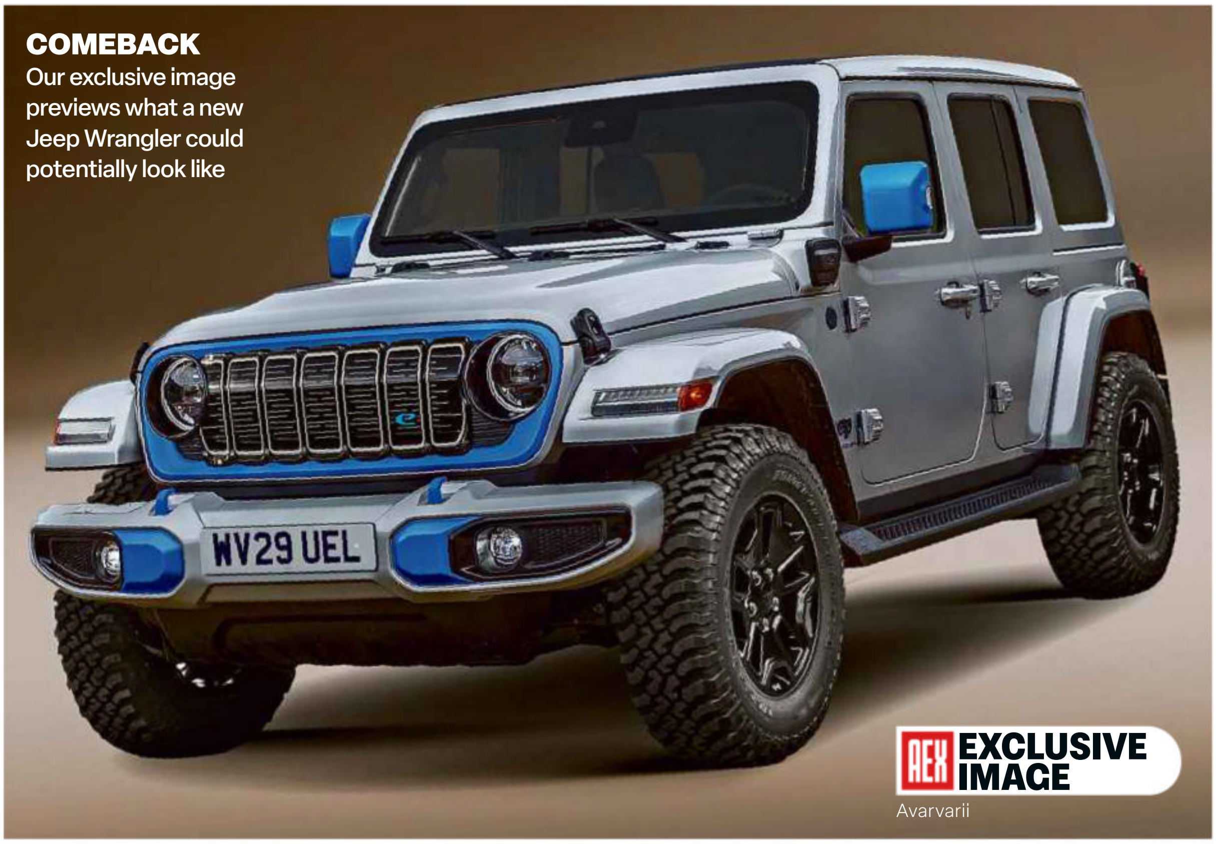
Execs keen for iconic 4x4 to continue after sales were ended in October



COMEBACK
Our exclusive image previews what a new Jeep Wrangler could potentially look like

Avarvarii

THE iconic Jeep Wrangler could see a dramatic return in Europe following internal conversations that suggest the brand is working on a replacement for the recently discontinued off-roader.

Speaking exclusively with Auto Express, Jeep UK managing director, Kris Cholmondeley, admitted that the outgoing Wrangler had been "a victim of regulation", but that although "it will be going away", he'd be surprised if we didn't see it "in another incarnation down the line".

He told us: "I've had chats with the head of Europe and the head of the global team. I think we're all aligned that we'd like to see it back – that's what I would say. What and when? I don't know."

Cholmondeley insisted he had no insight as to what form a new Wrangler will take: "I honestly don't know if it could come back as plug-in hybrid or full-electric," the UK boss told us. "I just know the brand; it's got such heritage, it seems silly to lose that."

Back in 2023, former Jeep CEO Christian Meunier told us that any future Wrangler would need to be more capable off road than the last. "With the next-generation Wrangler we want to push the Trail Rating to 12," he told us. "Electrification doesn't prevent us from doing anything when it comes to off-roading.

"The great thing about electrification is that it makes a Jeep more capable. It gives us more torque; it makes it smoother and more precise. Then the architecture around it, the suspension system, the axle you're going to use, can be anything – a solid axle or independent suspension."

Cholmondeley is keen to ensure the new model will also be easier to live with day-to-day, though. Referencing Land Rover as a company that has successfully rebooted an icon with modern internals and even greater usability, the UK MD said: "Look at [the Land Rover] Defender. If you can take something like a Wrangler and have a little bit of refinement, but still keep its personality, you see the hundreds [of sales] going to thousands, don't you?"

Despite being sold with a 4xe plug-in hybrid powertrain in other markets, the electrified version of the existing Wrangler never came to the UK. But the next-generation model is all but guaranteed to have a plug; Jeep is already seeing strong sales for the baby Avenger, and has high hopes for the Nissan Qashqai-sized Compass arriving this year – both of which are offered as hybrids and EVs.

Jeep's larger, pricier Recon and Wagoneer S have been delayed, but they are expected to be electric-only when they do finally reach UK shores over the next 12 to 24 months.

KRIS CHOLMONDELEY Jeep UK managing director

"I THINK WE'RE ALL ALIGNED THAT WE'D LIKE TO SEE THE WRANGLER BACK. WHAT AND WHEN? I DON'T KNOW"

Wrangler was axed in Europe because it didn't comply with car regulations

Afeela pulls cover off its Prototype 2026 in Las Vegas

AFEELA – a joint venture between Honda and tech brand Sony – has revealed its second model at this year's Consumer Electronics Show (CES) in Las Vegas. A production version of the Afeela Prototype 2026 SUV will join the 1 saloon from 2028 and focus on AI-assisted software tech and autonomous driving, pushing ever closer to being a true 'self-driving' car.

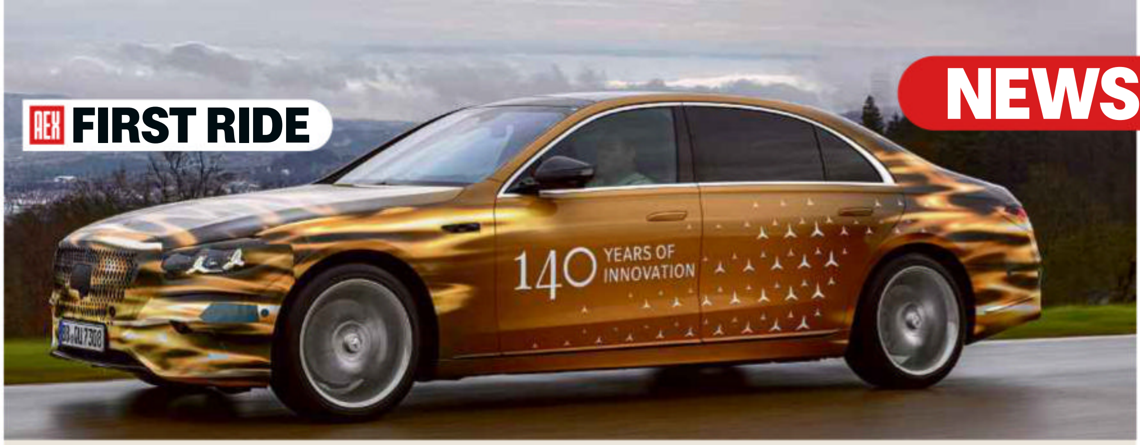
Due to be built in Honda's US plant, the new model will initially be sold in America and Japan, and have a crossover body, with a higher ride height and more space inside than the lower Afeela 1 saloon.

The styling is derived from the saloon's. The firm hasn't revealed any images of the cabin, but we suspect it'll mimic the 1 saloon's layout. This has a full-width screen on a simple dash, plus digital mirror screens and a 'yoke' steering wheel.

Few technical details about the Prototype 2026 have been given, but we suspect a similar range to the saloon's 300-odd miles, made possible by a 91kWh battery pack and a dual-motor layout. Maximum power is around 480bhp, with peak DC charging speeds up to 150kW.

These are hardly ground-breaking numbers for a car due in 2028, but this prototype is more about software than hardware.

AEX FIRST RIDE



According to Mercedes, more than half of the components on the S-Class are new or re-engineered

We take a back seat into S-Class' future

Ellis Hyde

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"SPACE IS PLENTIFUL IN THE REAR, WITH SUPER-SOFT PILLOWS TO REST YOUR HEAD"

AEX THE facelifted Mercedes S-Class will be unveiled in a matter of weeks, and for an early taste, Auto Express headed to the firm's home in Stuttgart, Germany, for a rear-seat ride in the new limo.

While the prototype was covered in camouflage, there's no hiding an expanded grille. The headlights appear to be new, too, and feature a three-pointed motif.

Inside, the current S-Class's portrait touchscreen is clearly gone, replaced by what is likely a version of the Superscreen set-up.

Our driver was Frank Wundrak, Mercedes' senior manager for large vehicle testing, who had 530bhp and 750Nm of torque at his disposal from the new V8 engine in the S 580 4MATIC.

Another advance is the updated air-suspension system, which uses the same components as before, but now has an 'intelligent damping' function. This uses data collected from other Mercedes cars to anticipate potholes or other imperfections in the road ahead and adjust the damping to make the ride even more sublime.

As we arrived back at Mercedes HQ, we took time to appreciate the sumptuous materials around us, from the quilted leather upholstery to the deep walnut wood accents on the doors, and even the backs of the front seats.

Naturally, space is plentiful in the rear of the S-Class, with super-soft pillows to rest your weary head on, and acres of legroom. When you want to let continents pass you by, the rear seats can also recline a long way back, giving an experience akin to flying first class.

AEX VERDICT

IS the S-Class about to reassert itself as the leader of the luxury car class? We can't give a definitive answer yet after this brief early taste, but the updates are sure to please the car's demanding clientele.

PLUS S-Class EV to replace EQS by end of decade

AEX AN electric version of the Mercedes S-Class will replace the EQS, which was once heralded as a guiding light for the brand, but flopped in showrooms after failing to convince buyers.

The S-Class with EQ Technology, as it will officially be called, is still a few years away from launch, a Mercedes source told us.

As you will have read above, a facelifted S-Class will be with us shortly, with Merc CEO Ola Kallenius promising that the firm had "invested a lot more in the model update of the new combustion-engined car than we normally spend on a facelift".

But it appears the all-new, Mk8 S-Class range will feature the first zero-emissions version produced. It's expected to arrive towards the end of the decade.

UK ROAD SAFETY EVERYTHING YOU

WE LOOK AT THE KEY POINTS OF NEW LABOUR PLAN AIMED AT SAVING

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COMPULSORY eye and cognitive tests for the over-70s, mandatory minimum learning periods, a reduction of the drink-drive limit, alcolocks and stricter police enforcement – these are all elements of the Government's new Road Safety Strategy, which is aiming to halve roadgoing fatalities by 2035.

The list of reforms comes well over a year after Labour announced it would draft the first new strategy to improve road safety in more than a decade. Given that roadgoing casualties have only declined by seven per cent since 2015, despite all of the improvements in active safety tech in today's cars, road safety campaigners have described the plan as "long overdue".

Local transport minister, Lilian Greenwood MP, said: "One of the hardest parts of my job is speaking to families who have lost loved ones on our roads and this is something we as a Government are taking action to prevent. No family should have to endure that loss, and this strategy sets out how we will ensure fewer do."

LILIAN GREENWOOD
Local Transport Minister

> "ONE OF THE HARDEST PARTS OF MY JOB IS SPEAKING TO FAMILIES WHO HAVE LOST LOVED ONES ON OUR ROADS AND THIS IS SOMETHING WE AS A GOVERNMENT ARE TAKING ACTION TO PREVENT"

RESTRICTIONS FOR OLDER AND YOUNGER DRIVERS

HEADLINING the sweeping changes is the introduction of mandatory eye tests for elderly drivers. With those over 70 accounting for one in four drivers killed on the road in 2024, motorists in their seventies or older will be required to undergo an eye examination every three years to determine whether they are fit to drive, in line with their licence renewal. The Government says it will consult on potentially introducing cognitive tests for older drivers too, although these will need to be developed first.

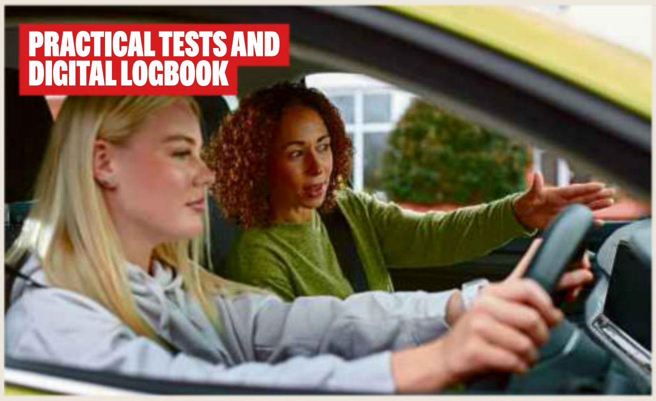
It is also considering the introduction of a minimum learning period for new drivers, because statistics suggest that one in five novice motorists are involved in an accident within a year of passing their test. This will be subject to another 12-week consultation and could result in a period of either three or six months being imposed.

Learners will be able to take their theory test and book their practical for a date after the mandatory time has passed, though. The idea of a digital logbook to record driving hours under the supervision of an instructor or experienced driver has also been mooted.

All of the above might be in a mandatory syllabus that could include driving at night or in bad weather. This is expected to increase the test's pass rate, freeing up more tests because fewer learners are forced to re-test.

Some believe this isn't enough; RAC expert Rod Dennis said: "Making black-box telematics insurance mandatory for at least the first year after passing the driving test could be extremely beneficial because it closely monitors behaviour at the wheel. This can even lead to lower motor insurance costs for the safest drivers."

MANDATORY EYE TESTS FOR ELDERLY



PRACTICAL TESTS AND DIGITAL LOGBOOK

MANDATORY DRIVING TEST SYLLABUS

CHANGES
All drivers over 70 will have to have an eye test every three years, while learner drivers may face a minimum learning period

STRATEGY:
NEED TO KNOW

THOUSANDS OF ROAD USERS' LIVES OVER THE NEXT DECADE

CRACKING DOWN ON CAR CRIME

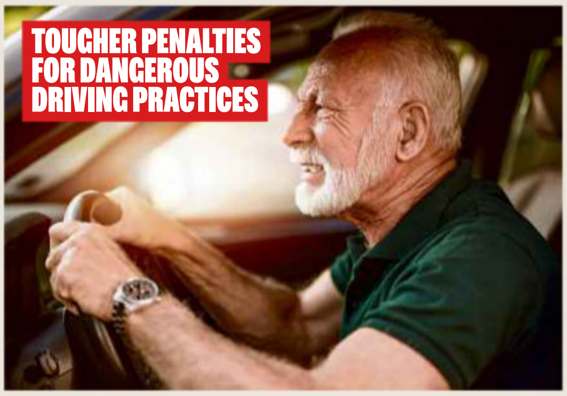
ANOTHER pillar of the Government's strategy is a crackdown on car-related crime. First and foremost, the drink-drive limit in England and Wales, which is currently the highest in Europe, will be lowered to match that of Scotland: 50 milligrammes of alcohol per 100ml of blood. Furthermore, novice drivers – those who have held their licence for less than two years – will be subject to an even lower limit of 20 milligrammes per 100ml of blood.

Labour says it will also consult on mandating the usage of alcohol interlock devices – which will prevent a car from starting if its driver is over the limit – for repeat offenders. Police could be given the power to suspend the licences of those who are suspected of drink-driving and/or the most serious driving offences, and to employ stop-search tactics to sniff out intoxicated motorists. More severe sentencing for those found guilty is also under consideration.

Other dangerous driving practices will see tougher enforcement, too; being caught driving without a seatbelt, for example, will incur penalty points. The Government is also consulting on whether a similar penalty should be applied to driving without a valid MoT or failing to stop and report a collision.

Similarly, the Government insists it recognises the "growing problem" of illegal 'ghost' number plates currently invisible to cameras; stricter rules will be imposed by the DVLA for number plate suppliers, while AI cameras will detect and catch non-conforming plates (possibly including those with incorrect spacing and 3D designs) and subsequently issue penalty points.

DRINK-DRIVE LIMIT LOWERED



TOUGHER PENALTIES FOR DANGEROUS DRIVING PRACTICES

GHOST NUMBER PLATES TARGETED

TOUGH ON CRIME
Government is planning lower drink-drive limits, plus stricter enforcement for some driving offences

FURTHER CHANGES

FINALLY, the Government has promised to set up a new Road Safety Investigation Branch, which will "analyse collision patterns and inform prevention strategies, drawing on linked police and healthcare data to identify root causes and target interventions more effectively".

More Advanced Driver Assistance Systems (ADAS), such as lane-keep assist, will become mandatory on new cars sold in the UK – these are already compulsory in the EU, with only a handful of manufacturers removing these features for the British market, anyway. "Reforms to motorcycle training, testing and licensing" will also be introduced to keep some of the most vulnerable road users safe.

All of this, the Government says, will help towards its target of reducing road casualties by 65 per cent by 2035, and by 70 per cent for those under 16. DfT sources also point out that road casualties already cost the NHS over £3billion a year and the economy almost £7billion, so any drop in collisions that can be achieved will help ease the strain elsewhere.

WHAT'S THE REACTION BEEN LIKE?

DESPITE the strategy arriving almost 14 months after the Government's original announcement, reaction to the plans has been overwhelmingly positive, although caution remains over its implementation.

"This strategy can't come soon enough," said Rod Dennis. "Britain might have some of the safest roads by international standards, but on average four people are still killed and 76 seriously injured every single day. That's an unacceptable number of lives being ruined or cut short."

This sentiment is echoed by the Royal Society for the Prevention of Accidents. Senior policy manager Rebecca Guy explained: "[The] strategy signals a renewed determination to tackle preventable road harm. It must now be delivered effectively, with sufficient investment and support, so its measures have [a] real impact on our roads."

ROD DENNIS
RAC

"THIS STRATEGY CAN'T COME SOON ENOUGH. ON AVERAGE FOUR PEOPLE ARE STILL KILLED AND 76 SERIOUSLY INJURED EVERY SINGLE DAY"

FIRST FOR DRIVES

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Mk2 still flies flag for hydrogen

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EV takes a walk on the dark side

30 MERCEDES-AMG GT 63 PRO
Is focused GT 63 the best yet?

> **"It looks like XPeng is taking the UK market, and the mid-size electric SUV sector, very seriously"**

Xpeng G6

Alastair Crooks

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FIRST DRIVE Chinese brand's first UK
after launch, with new batteries and mo

WE first tested it in late 2024, but in typical Chinese brand fashion, the Xpeng G6 has already been given a fairly significant update, bringing new batteries, electric motors, exterior design and interior technology. It appears XPeng is taking the UK market, and the all-important mid-size electric SUV sector, very seriously with the G6 – the firm's first and so far only offering here.

When car makers update their EVs, they usually fit larger batteries in the never-ending search for more range, but that's not the full story with XPeng. The entry-level 66kWh battery in the Standard Range model was recently replaced by a 68kWh pack, bumping range from 270 to 292 miles. However, the larger 87.5kWh battery that was available with up to 354 miles has come down to 80.8kWh, with a maximum range of 326 miles.

Those are fairly competitive figures when you take into account that the Ford Capri sits between 242 and 389 miles, the Tesla Model Y 311 to 387 miles and the Hyundai Ioniq 5 273 to 354 miles.

Our drive of the G6 AWD Performance (admittedly in cold and wet conditions) didn't provide much optimism about range. Instead of the claimed 316 miles, we saw a maximum 225 miles from an average efficiency of 2.8mi/kWh.

With this in mind, it's just as well the G6 comes with incredibly quick charging. Using XPeng's SEPA 2.0 architecture, which has a cutting-edge 800-volt electrical system, the G6 can charge at a peak

ESSENTIALS

XPeng G6 AWD Performance

Price: £49,990 **On sale:** Now

Powertrain: 80.8kWh battery, 2x e-motors

Power/torque: 481bhp/659Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 4.1 seconds/125mph

Range: 316 miles

Max. charging: 451kW (10-80% in 12 minutes)

Size (L/W/H): 4,758/1,920/1,650mm

Pete Gibson

BEHIND THE WHEEL
Low dash means forward visibility is good, while cameras add a helping hand elsewhere

ON THE ROAD
There is little wind or road noise, but comfort is hampered by a sharp ride that doesn't settle

G6
PERFORMANCE

model gets an update a year
otors, plus refreshed tech

speed of 451kW in Long Range and Performance guises. That means a 10 to 80 per cent top up can take as little as 12 minutes if you can find one of the very rare charging stations powerful enough.

The Standard Range's charging speed is a little slower but it can hold a 362kW charge, which is still more than pretty much all UK charging stations provide, and will get from 10 to 80 per cent in the same amount of time as the larger battery cars.

XPeng not only gave the G6 new batteries, but new motors too. The entry-level RWD Standard Range with its 248bhp motor is 6bhp less powerful than before and because the larger battery pushes the kerbweight up, it takes 0.3 seconds longer to reach 62mph – but few would argue its 6.9-second time is slow. Then there's the RWD Long Range that has a 296bhp output going to the rear wheels. The largest (and heaviest) battery is fitted here, meaning only a slight improvement of 0.2 seconds for straight-line performance over the base car.

If it's speed you're most concerned with, then this AWD Performance is the G6 for you. Taking 4.1 seconds, it might be more than half a second slower to 62mph than a Tesla Model Y Performance and doesn't come close to the Hyundai Ioniq 5 N's dynamic capabilities, but the dual-motor option will surprise many sports cars from a standstill with lots of torque that doesn't evaporate at high speeds.

Despite its taller SUV stance, the G6 doesn't roll as much as expected in corners. That doesn't mean you'll be attacking corners as you would in a sports car, but its general handling is good, with the AWD Performance quite obviously sending the bulk of its power to the rear wheels.

Changing between the Eco, Comfort and Sport driving modes alters the brake pedal's feel and the accelerator pedal's response, but the most noticeable difference is the steering weight. In Eco and Sport it defaults to its heaviest setting, but it's so devoid of feel you're best off leaving it in the lightest mode and expend as little effort as possible.

The G6's throttle is easy to modulate and so are the brakes, with no noticeable transition between the regenerative braking set-up and the conventional discs and pads. There's a wide variety

FEATURES

Responsive 15.6-inch touchscreen dominates the G6's minimalist dashboard; 20-inch alloy wheels are fitted as standard on all models

of different modes for the recuperation system that are somewhat buried in menus on the central screen. The strongest setting offers something close to one-pedal driving, but doesn't bring the G6 to a complete stop.

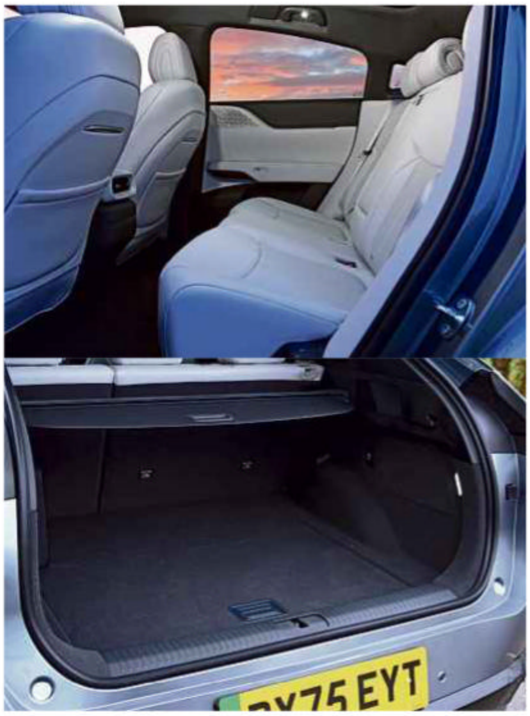
There's very little wind or road noise, a feat made all the more impressive considering the frameless windows, although the double glazing helps here. What counts against it for comfort is the ride. The G6 can feel too sharp over rough roads and it doesn't settle on the motorway; even the comfortable seats upholstered in Nappa leather can't help. But the stiff steering and surprisingly compliant lane-keep assist tech meant we didn't have to make constant adjustments to keep the car tracking straight.

The XPeng is pretty easy to drive in urban areas, thanks to its low dash and various exterior cameras. A turning circle of 11.6 metres is about half a metre less than a Tesla Model Y's, so it never feels terribly cumbersome at low speeds either. On Long Range

"The XPeng G6 can feel too sharp over rough roads and it doesn't settle on the motorway"

INTERIOR

There are no physical controls on the dash, but the material quality is good. Boot capacity is 571 litres or 1,374 with the rear seats folded



and Performance G6s the nine-inch digital rear camera is impressive with a clearer view at night than you'd get from a traditional mirror. We didn't like it in the rain, however, when the headlights of following cars made it difficult to see. You can switch to a conventional mirror with a button, but rear visibility in general is shockingly bad.

"Bland" is the first word we'd use to describe the interior, despite our car coming with the optional two-tone white and black colourway – the exclusively black interior is even more drab. As with the exterior, all of the surfaces in the G6 are rounded, and without any physical controls, there's not much to catch the eye – XPeng has even gone for door buttons in place of handles. A least there is a fake wood-grain dash in the AWD Performance and the suede-effect headlining and the door speakers have a jazzy pattern to them.

With hopes of mixing it with offerings from Kia, Hyundai and Skoda, the XPeng's interior quality needs to be up to scratch. It's pretty good in this area with a lot of squidgy leatherette surfaces and plastics that don't feel flimsy or cheap. The material quality doesn't diminish in the back seats, either.

In front of the driver is a 10.2-inch display that's a little fussy, with a lot of information on show; some of the fonts are too small to read easily at a glance. There's not a load of customisation either, just the ability to switch the display's focus between audio entertainment, efficiency and driver assistance.

The 15.6-inch central touchscreen is standard on all G6s and it's impressive and annoying in equal measure. The screen has a very crisp display and response times are among the best we've tried.

What isn't so good is the row of shortcut buttons low down on the screen, which often take a few prods to bring the climate control settings up. There are lots of sub-menus in the infotainment system, too, so changing things like drive modes, driver-assistance settings or even the dehumidifier takes far longer than we'd like. Although there are no dedicated physical controls, you can at least set up favourites for the scrolling tab on the left side of the steering wheel. We found it worked well for climate controls, but we'd still like the G6's basic functions to be more easily usable.

There's loads of head and legroom up front and in the rear, plus there's an impressive amount of adjustability, with the front seats reclining fully flat (as long as you remove the headrests) to create a sleeping area, although we're not sure if the G6 lends itself to camping in any other regard. The seats heavily favour comfort over any kind of side support – an approach we can definitely get on board with in the thoroughly unsporty XPeng.

AEX VERDICT ★★★½☆

THE G6's charging speeds are mega-quick and practicality as a whole is decent, but it's a dull car to drive and to our eyes the styling is at best generic. We're not sure this is the car to build a brand on, but reinforcements are on the way for XPeng in the shape of the wild-looking X9 MPV and the sleek P7, which could give this fledgling firm a fighting chance.

Tomas Hirschberger

HYDROGEN has long been considered a beacon of hope for clean mobility, because fuel-cell cars emit zero emissions like an EV, but take just five minutes to fill up, and offer longer ranges. However, that hope for hydrogen has produced little to no progress in the real world, especially when it comes to infrastructure.

Five years ago, there were about a dozen public hydrogen filling stations in the UK, but today there are six. There are around 100 hydrogen stations in Germany, but 20 of these are being dismantled. It seems that fuel-cell cars don't really stand a chance.

Despite this, Hyundai is rolling out the Mk2 Nexo. The maker says it is working on a sales strategy which, when defined, will enable dealers to place factory orders for interested buyers – likely allowing the company to assess consumer suitability on a case-by-case basis. The SUV will arrive in Europe in Q2 2026, priced from around 68,000 Euros (£59,000). As it stands, the Toyota Mirai is the only other fuel-cell model around.

The reasons are that Hyundai can afford to, and it wants to showcase its 27 years of fuel-cell expertise to the public. The Koreans also have more than 1.37 billion miles of road experience, and it sees the Nexo as a rolling research lab, making the whole subject of fuel cells viable for the future.

And the Nexo is also the first road car to follow Hyundai's new 'Art of Steel' design philosophy: sculpted and sharp. But it's connected to other Hyundais by the pixel-motif front and rear lights.

At 4.75 metres, the new Nexo is 70mm longer than the Mk1, and it offers lots of space. The 993-litre boot (1,719 litres with the rear seats folded) is a product of the 2.79-metre wheelbase and the hydrogen tanks hardly taking up any space.

The cabin also feels bright, airy and welcoming. It uses a proven layout very similar to other Hyundais, featuring mostly foam-backed surfaces that feel premium and the two 12.3-inch displays on the dashboard that merge into a wide curved unit.

The digital exterior mirrors project their view onto small, separate monitors at either end of the dash, and we found they took time to get used to. Over-the-air updates beam straight into the car. Your phones can be charged on a double wireless pad, and also serve as a digital key. The Nexo gets a full suite of driver safety aids, with only a handful of optional extras to choose from. This edition is also the first to boast Vehicle-to-Load (V2L) tech, letting you power or charge devices on the move.

INTERIOR
Glass roof makes the cabin feel spacious, while double-glazed windows reduce external noise. Twin screens (right) form a curved display

The Mk2 Nexo uses a bespoke platform and a revamped fuel-cell powertrain, with a new 201bhp e-motor. It goes from 0-62mph in 7.8 seconds, beating the old car's 9.2-second sprint. The 2.64kWh battery is up from 1.56kWh in the previous Nexo, and the updated motor-management system is faster and more efficient. Plus, there are three tanks that can store up to 6.69kg of hydrogen and they can be refuelled quicker than before.

Power is sent exclusively to the front wheels via the e-motor. It's energised by the fuel cell, which generates the necessary electricity by reacting hydrogen with oxygen. Fill up with green hydrogen from renewable sources, and the Nexo runs entirely CO$_2$-free. The improved maximum range of 513 miles is now comfortably on par with a diesel car.

Hyundai invested a huge amount of effort to ensure the fuel cell is ready to go in a flash, even in freezing temperatures – always a major pain point with the previous Nexo. Once moving, the car is the

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Hyun

FIRST DRIVE Mk2 Nexo is a fi
tech, but poor infrastructure v

ESSENTIALS

Hyundai Nexo

Price: 68,000 Euros (£59,000 est)
On sale: TBC
Powertrain: 1x e-motor plus hydrogen fuel cell
Power/ torque: 201bhp/350Nm
Transmission: Single-speed, front-wheel drive
0-62mph: 7.8 seconds
Top speed: 111mph
Range: 513 miles
Size (L/W/H): 4,750/1,865/1,640mm

dai Nexo

ne showcase for hydrogen fuel-cell
will hamper its chances in the UK

PRACTICALITY A 2.79-metre wheelbase means there is plenty of room in the Nexo's rear seats, plus a generous 993-litre boot capacity

> **"The fuel cell runs completely without vibration in the background, and the linear acceleration is quite strong for a two-tonne car"**

epitome of calm; active noise cancellation (ANC-R) and all-round double glazing largely block out external noise, and the ride is comfy. But handling and dynamics aren't the Nexo's core strengths.

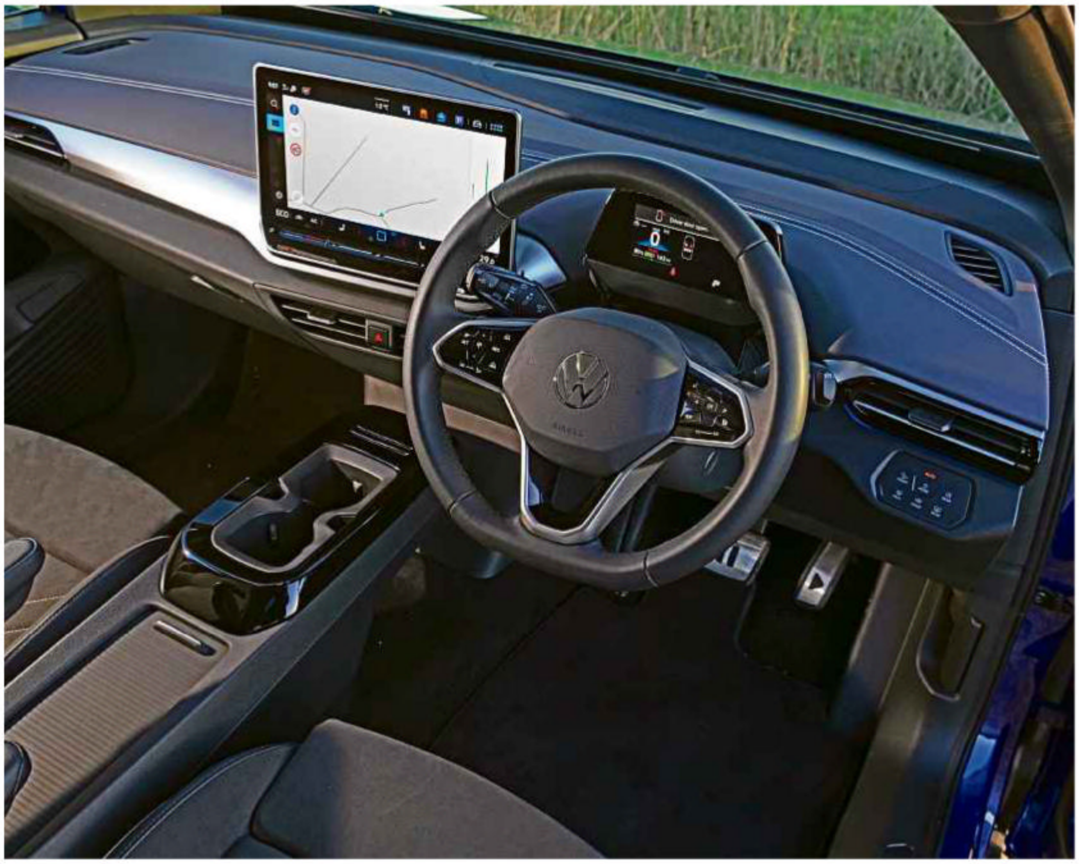
The fuel cell runs completely without vibration in the background, while the e-motor delivers linear acceleration that is quite strong for a two-tonne car and the power flows smoothly and silently.

This hydrogen SUV drives largely like a battery-electric vehicle. But the comparison falls flat when you look at the cost analysis. Fuel-cell cars are still noticeably more expensive than EVs, where falling battery prices make them increasingly attractive.

The price of hydrogen isn't competitive either, because its production is very energy-intensive and involves high investment costs. It currently costs as much as £15/kg, but that would realistically get the Nexo barely 60 miles. Ultimately, without support, the hydrogen fuel cell is a long way from being an attractive or cost-effective EV alternative.

AEX VERDICT ★★★⯪☆

TECHNICALLY, Hyundai has absolutely nailed hydrogen fuel-cell tech with the new Nexo. If it does come to the UK and there's a hydrogen filling station near you, it's an interesting alternative to an EV. But no matter how well made, refined or generally impressive it is, the limited infrastructure and high price will mean the Nexo won't work for most drivers.



Pete Gibson

INTERIOR Build quality is good, but materials could be better, as could VW's infotainment system

Volkswagen

FIRST DRIVE High-spec trim sub
and offers buyers a good-value p

Dean Gibson

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VOLKSWAGEN had lofty aspirations for its electric ID models at launch. It wanted them to have the same impact on the new-car market as the original Beetle or Golf, but the ID.3 hasn't replaced the Golf in the family hatch class, while the ID.4 SUV isn't quite the Tiguan substitute that VW might have expected it to become.

However, it would be churlish to dismiss the ID.4 as an also-ran in the sector; if it was, then Ford wouldn't have picked it as the basis for its Explorer and Capri models. VW's dedicated MEB electric platform offers a good base, and the ID.4 takes advantage of that with plenty of passenger space for its size and impressive comfort, although this comes at the expense of driving fun.

At the top of the range is the high-performance GTX, but just below that is the car driven here, the Black Edition. This is based on Match trim, but adds gloss-black detailing outside, including for the alloy wheels, while there's extra equipment on board, too.

Another key point is that Black Edition is offered exclusively on the ID.4 Pro, so only the larger 77kWh battery is available. There's just one option that you can add on top of that, which is whether you opt for 4MOTION four-wheel drive over the standard car's two-wheel drive. Choose the former, and you're looking at a list price of £48,120, which is £1,720 more than the rear-drive configuration, but in excess of £4,000 less than the top-spec GTX.

Power outputs are the same for both drive layouts, with 282bhp and 545Nm of torque, which deliver a 0-62mph time of 6.7 seconds as standard, or 6.6 seconds in the 4MOTION model. On the road, the extra traction of the four-wheel drive system is hardly ever called upon, even when the roads are slippery, so we'd be happy enough to stick with rear-wheel drive. Yes, that's the same configuration as the tail-happy original Beetle, but the ID.4 is set up to understeer when you reach the limit; trying to make use of the car's full power on the exit of a corner just sees the nose wash wide – the stability control is only really called upon if you're pushing well beyond the car's limits.

While the ID.4 isn't a car that delivers a sporty edge, there's plenty of satisfaction in how the powertrain behaves. There's strong acceleration from a standstill, while the mid-range response is also quick, so overtaking other traffic is easily done.

The suspension is pretty comfortable overall, delivering a ride that's firm at lower speeds but gets better the faster you go. Body roll is noticeable at higher cornering speeds, but there's plenty of grip and the car never feels as if it's about to lose control. However, given that it's not the most

“Body roll is noticeable at higher cornering speeds, but there’s plenty of grip on offer”

ESSENTIALS

Volkswagen ID.4 Pro Black Edition 4MOTION

Price: £48,120 **On sale:** Now
Powertrain: 77kWh battery, 2x e-motors
Power/torque: 282bhp/545Nm
Transmission: Single-speed automatic, four-wheel drive
0-62/top speed: 6.6 seconds/112mph
Range: 321 miles
Max charging: 175kW (10-80% in 28min)
Size (L/W/H): 4,584/2,771/1,634mm

ID.4 Black Edition

otly updates electric SUV’s look
ackage of standard equipment

COMFORT Massaging front seats (above) are worth the price of admission alone; ride is firm at low speeds, but improves the faster you go

pleasant car to push hard in corners, you’re unlikely to want to explore its limits that frequently.

Instead, it’s better to revel in the car’s soft ride and cruising comfort, which is boosted by the standard-fit massage seats in the Black Edition. The massage functions can be programmed via the main touchscreen, and you can even move the seats via the display, which allows you to create more legroom in the back if you need it.

Not that rear-passenger space is tight, because the deep seats and flat floor offer plenty of space, while the Black Edition’s panoramic glass roof brightens the otherwise dark interior no end.

The electric powertrain proved to be reasonably efficient during our time with the car in freezing conditions. We saw a return in the region of 2.8 miles per kWh, while higher-speed motorway driving didn’t seem to have a severe impact on efficiency. Unlike some rivals where the predicted range plummets once you reach higher speeds, the ID.4 held steady and even added a couple of miles to the forecasted distance.

One area where the ID.4 could be better is charging. A maximum rate of 175kW from a DC source is behind the class best these days, although a half-hour charge can take the battery from 10 to 80 per cent capacity.

VERDICT ★★★★☆

THE ID.4 is a comfortable all-rounder that’s pretty easy to get along with, while Black Edition trim is largely worth the extra just for the massage seats up front. We question whether four-wheel drive is worth having, though. The rear-wheel-drive model doesn’t struggle for traction, and the cash you save by picking it over the 4WD car could go towards a home wallbox to make life even easier.

Mercedes-AMG G

FIRST DRIVE Tweaks under the skin for new Pro iron out many of the criticisms of other AMG GT models

Jordan Katsianis

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IF you feel like you've read a review of the new AMG GT already, do read on because this Pro version is a very different beast. The new AMG GT has had some pretty lukewarm reactions across most of its variants, but this one breaks with that.

Sitting at the upper end of the range at £179,350, the GT 63 Pro is priced between the 'standard' GT 63 and hybrid-assisted GT 63 E Performance. It's a hefty price tag, but it does split a £158,000 911 GT3 and the new £199,100 911 Turbo S – two cars that it also sits between ideologically.

You can still order the Pro with two tiny rear seats, and the cavernous boot and extremely well trimmed cabin make this feel more like a luxury GT than GT3-style track-car. But don't be fooled, because there's some serious hardware here.

Under the bonnet is AMG's 4.0-litre twin-turbo V8 engine with 603bhp and 850Nm of torque. This is 26bhp and 50Nm more than in the regular GT 63, but acceleration figures are level, at 3.2 seconds from 0-62mph; the Pro's 198mph top speed is 1mph up. Power is sent to all four wheels through a nine-speed automatic transmission with a wet clutch. There's a limited-slip differential on the rear axle and the ability to decouple the front axle to make the car purely rear-wheel drive.

This is all pretty familiar from the standard GT 63, so the Pro's changes are largely seen in the chassis, cooling and calibration. There's a new nose that's more open to feed the front-mounted radiators, plus an active cooling system for the radiators that sit above each of the axles and the all-wheel drive's transfer case. New underbody vanes also help direct cooling air to the upgraded brakes, which have larger 420mm ceramic disks on the front axle.

Suspension and steering calibrations have been tweaked, but the basic chassis layout remains. This includes hydraulically interconnected dampers that do away with the need for traditional anti-roll bars, paired to coil springs. Rear-wheel steering, active exhaust vanes, active under-body aero and forged 21-inch wheels on Michelin Cup 2 rubber feature.

This is a somewhat bewildering array of elements to fully comprehend, and results in a frankly absurd

T 63 Pro

ON THE ROAD
Despite two-tonne kerbweight, the Pro offers loads of performance and a ride that's as suited to everyday road use as it is blasting around a race track

"This is an incredibly effective car at generating and maintaining high speeds, even on sodden UK roads"

2,090kg weight figure – the sort that would have only been reasonable for a full-size SUV, not a two-plus-two sports car a decade ago.

But the instant the huge tyres start turning, you can tell that AMG's brightest have been involved in the development of the Pro, because it's the most convincing GT of this generation so far. The first thing that strikes you is how well it rides. It might be more focused towards on-track resilience, but the way the GT 63 Pro effortlessly deals with really tough road conditions without the huge wheels and tyres being thrown off line is quite incredible.

This is an incredibly effective car at generating and maintaining high speeds, even on sodden British roads. We drove it in December so the car was supplied on Michelin Pilot Sport 5 S rubber, rather than the more aggressive Cup 2s, and they only add to the GT's roadholding.

Performance is relentless. That AMG-typical wall of torque is available from as little as 2,500rpm, and while it lacks the ultimate pull of something like a 911 Turbo, you're never caught wanting for more. It's more than happy to rev right out to the red line, too.

But when it comes to the powertrain, the gearbox is the weakest link: while it operates nicely at low speeds, it lacks the crispness of the dual-clutch set-up on a 911. Its paddles are also awkwardly placed behind the chunky steering wheel.

There's so much performance that the huge weight isn't often obvious – until you need to wipe off speed, that is. The brakes have much more feel than those found in other GT variants and the traction control systems do a great job of keeping the car straight and stable, but you're always aware of the physics involved when slowing sharply.

Yet the Pro shines a brighter light on the GT's overall package than any of its sibling cars. It takes their inherent character and turns it up, highlighting this car's stupendous capability through enhanced driver involvement. We'd like more feel, less weight and less complexity, but the Pro is still a highly desirable sports car.

ESSENTIALS

Mercedes-AMG GT 63 Pro

Base price: £179,350 **On sale:** Now
Powertrain: 4.0-litre V8 twin-turbo petrol
Transmission: Nine-speed automatic, four-wheel drive
Power/torque: 603bhp/850Nm
0-62mph: 3.2 seconds
Top speed: 198mph
Fuel consumption/CO$_2$: 20.2mpg/319g/km
Size (L/W/H): 4,728/1,984/1,354mm

CABIN
Sports seats feature large side bolsters to hold you in place when enjoying the performance the GT 63 Pro has to offer

AEX VERDICT ★★★★☆

THE latest Mercedes-AMG GT Coupé has yet to shine across the variants we've driven so far, but the Pro is the shining light of the range. Few modern cars have so much grip, performance or capability, but the surprise is how accessible it can be, with a few caveats. We'd love more feel through the steering and the chassis, but the Pro brings it all together.

ESSENTIALS

	Smart #5	Tesla Model Y	Kia EV5
Price:	£39,800	£41,990	£39,345
Powertrain:	76kWh battery, 1x e-motor, 335bhp	63kWh battery, 1x e-motor, 292bhp	81.4kWh battery, 1x e-motor, 214bhp
0-62mph:	6.9 seconds	6.9 seconds	8.4 seconds
Test efficiency:	2.4 miles/kWh	3.6 miles/kWh	3.1 miles/kWh
Official range:	288 miles	313 miles	313 miles
Annual VED:	£195	£195	£195

Pete Gibson

The electric SUV class is hotting up with new Kia EV5 and Smart #5, plus an entry-level version of Tesla's Model Y

NEW MOD

DEL ARMY

KIA EV5 vs SMART#

Kia and Smart are the latest rivals to the Model Y, which has boosted its appeal with base-spec version

IT'S been a busy few months for Kia in terms of model updates and new vehicle launches. The Sportage, Stonic and Picanto have all benefitted from a new look, the PV5 is taking the Korean brand into the world of vans, and fresh cars such as the K4 and EV4 are expanding the line-up.

But Kia isn't finished yet, with the new EV5 tested here offering an all-electric alternative to the Sportage compact SUV.

Based on its price, size and market position, the EV5 isn't going to have an easy task to make headway into the sector, however. For a similar price, the all-new Smart #5 is the biggest car yet from the company that's best known for its tiny ForTwo city car. Smart's newcomer offers unique style, plenty of space inside and a range of electric powertrains at a similar price point to the EV5.

But if there's one car that defines the electric-SUV niche, it's the Tesla Model Y. The American model is a regular in the list of the top 10 best-selling new cars in Britain each month, and the company has just launched a new entry-level rear-wheel-drive variant that offers better value for money than any Model Y before.

With such strong competition for sales in a market that's bursting with talented machinery, can the new Kia EV5 really stand out? Or do the Smart #5 and Tesla Model Y offer that much more than their latest competitor? Those are the questions that we'll be answering over the next 16 pages, before naming our winner.

HEAD TO HEAD

ON THE ROAD

WHILE the Kia is front-wheel drive and the other two send power to the rear, all three models deliver predictable, vice-free handling. The Smart has the softest ride of these three, and there's more body roll here than in the Tesla. The Kia offers a good balance.

All three cars feel quick enough off the line, while the Smart edges ahead for refinement, with a quieter cabin than either competitor at all speeds.

TECH HIGHLIGHTS

IF the Tesla didn't have a touchscreen, the cabin would be bare, but thankfully the firm's tech is easy to use, while the reintroduction of the indicator stalk is welcome.

The EV5's infotainment is carried over from the rest of the Kia line-up, but the climate panel is obscured by the steering wheel. Smart's large touchscreen is quick to react, but there are a few too many screens to navigate through.

PRICE AND RUNNING

WHILE the entry-level Tesla is the priciest model here, it has the least equipment. The Smart feels upmarket and is generously specced, with the Kia offering a decent mix of equipment for the price.

The Model Y was more efficient than the EV5 on test, and both were well ahead of the Smart #5. Only the Tesla comes with a heat pump as standard – higher-spec versions of its rivals include one.

5 vs TESLA MODEL Y

CONTENDERS

Kia EV5

THE EV5 slots between the EV3 and EV9 in Kia's electric SUV line-up in the UK, and it measures slightly longer and wider than the Sportage. At launch the EV5 comes exclusively with front-wheel drive.

Prices start at £39,345 for the entry-level Air trim, which is comparable to a mid-range Sportage, and rise to just over £47,000 for the top-spec GT-Line S car. All are powered by a 214bhp electric motor and an 81.4kWh battery, with a range of 313-329 miles quoted for every model.

Smart #5

IT'S the third car in the revitalised Smart line-up, but the #5 is the largest model it's ever made. It's also the most expensive, but starting at just under £40,000 puts it right in the middle of the electric-SUV pack.

There are two battery sizes on offer, with the 76kWh unit in the Pro car tested here joined by a 100kWh pack in the Pro+, Pulse, Summit and Brabus models, while the latter two swap rear drive for four-wheel drive. The £51,800 Brabus tops the range, and has acceleration to match the fastest Model Y.

Tesla Model Y

IN the past we have classed the Model Y as a premium electric SUV, but with the arrival of the new entry-level rear-wheel-drive model, the Tesla's starting price drops to less than £42,000, making it a tempting alternative to Kia's newcomer.

From the outside, basic lighting gives away that this is the base model, but you're not really left wanting for standard kit when compared with the rest of the Model Y line-up. A claimed range of 313 miles is identical to the Kia's.

PRACTICALITY

TESLA only quotes boot space to the roof, but its car also has the lowest load lip. The Smart has a decent boot and back seats, with electric adjustment for the seat backs, but the EV5 is roomier in two-seat mode.

Under-floor storage is good in the Tesla and Smart, and they have more space than the Kia in the nose, too. It's worth noting that the Model Y's area looks unfinished in this base-spec version.

SAFETY

BOTH the Tesla and Smart offer sensor systems that relay the position of vehicles, objects and pedestrians on their respective screens, although the Model Y's set-up is more detailed and faster to relay information.

All three cars have high levels of safety assistance, but the Kia offers the simplest way to deactivate the speed-limit warning – simply give the volume mute button a long press and it cancels.

OWNERSHIP

KIA'S seven-year warranty is an attractive proposition for longer-term buyers, while Tesla offers hassle-free charging with its Supercharger network. Free servicing is also included when buying on finance.

Smart's three-year warranty looks stingy compared with both rivals' cover – the Tesla has four years of cover – but at least there is no mileage limit and breakdown assistance lasts for the same period.

WHILE Kia is a brand that is widely considered a leader in electrification, it has taken longer than most to join the compact family-SUV class with the EV5. It's set to rival mighty competitors such as the Skoda Enyaq, Volkswagen ID.4 and Tesla Model Y, but is it a case of too little, too late?

Here we've pictured the top-spec Kia EV5 GT-Line S, which at £47,145 is £8,000 more than the base model.

ENGINES & PERFORMANCE 3.5/5★

THE only powertrain that's currently available for the UK version of the EV5 is the Long Range, which consists of a single electric motor that makes 214bhp and 295Nm of torque that's mounted on the front axle.

Regardless of trim, this set-up gives the car a 0-62mph time of 8.4 seconds and a 102mph top speed. That's 1.5 seconds slower than the Smart or Tesla here, and the Kia feels as if it builds speed gently, rather than having the usual EV punch, which helps the front tyres to get grip before full power is delivered.

A dual-motor four-wheel-drive car with 261bhp will join the range this year, cutting the 0-62mph time to 7.3 seconds. The flagship GT was also revealed this week (Page 9).

DRIVING 3.5/5★

KIA'S entry into the medium-sized electric-SUV class is safe, predictable and almost entirely unremarkable.

AROUND TOWN The EV5's light steering and generous glasshouse make it easy to pilot around town. It inevitably feels large when hitting a narrower street, but it's still pretty easy to place on the road and thread through traffic. If you need to perform an awkward manoeuvre such as a three-point turn, the gear selector is well placed to the right of the steering column, so moving between drive and reverse can be done quickly.

While all-round visibility is decent, the standard suite of sensors and cameras helps to take a lot of potential stress out of parking. The EV5's width means it sticks out a little when parked on the side of the road, so you'll want to check that the mirrors are folded in to help prevent any clipping (they can be set up to fold automatically when you lock the car).

A & B-ROADS Calling the EV5 'familiar' is probably the biggest compliment we can pay it. Those coming from a petrol or hybrid-powered Kia Sportage should find the switch to EV easy, and that goes for the driving experience, too.

The EV5 handles neatly and predictably, but in a very uneventful way. There's enough grip, and the compliant suspension means it won't unwittingly throw you off course mid-corner, but we doubt you're about to emerge from the experience feeling a surge of adrenaline.

Instead, this EV simply gets on with the task of getting you to your destination in a controllable and comfortable way, which makes perfect sense in a family-oriented car.

The steering is light but precise, striking a decent balance between making the EV5 easy to manoeuvre and reasonably responsive on a country road. The most uneven road surfaces do cause the soft suspension to momentarily become unsettled, but the impact is nowhere near bad enough to cause any real concern.

MOTORWAY The EV5 is comfortable and particularly refined at the national limit, while the motor works away in near silence. As with rival EVs, tyre roar is a bit more pronounced due to the lack of an engine to drown it out, but the cabin remains pleasantly quiet throughout longer journeys.

Kia's Highway Driving Assist tech is fitted to all EV5s, and takes the effort out of motorway cruising. It will assist you in maintaining speed, keeping a safe distance from the vehicle in front and staying between the lines. It'll even change lanes automatically when an indicator is activated. You can't take your hands off the steering wheel, though, because the car will give you a loud telling off if you do.

RUNNING COSTS 4.0/5★

THE EV5 matches many of its rivals without really moving the game on. It's based on Kia's E-GMP platform, but shares more with the smaller EV3 than the hi-tech EV9

EV RANGE/ BATTERY/CHARGING The Kia has a maximum charging rate of 150kW, which can take it from 10 to 80 per cent capacity in around 30 minutes: that's a similar time to its main rivals, but nothing more. There's just one 81.4kWh battery available, promising up to 329 miles of range on the WLTP combined cycle.

However, during our own testing, we saw mixed results. With outside temperatures of around 22 degrees Celsius, we managed around 3.8mi/kWh on a route incorporating very heavy stop-start traffic, high-speed motorway runs and rural roads with significant elevation. This equates to around 309 miles of real-world range.

However, when testing again with the temperature ranging between eight and 11 degrees Celsius, we saw efficiency plummet to 3.1mi/kWh. This pegs the real-world range closer to 252 miles, which is still a reasonable amount, but is more than 70 miles short of the official number.

It's worth noting a heat pump can only be specified as a £900 option on the priciest

KIA EV

Korean brand finally joins the ele

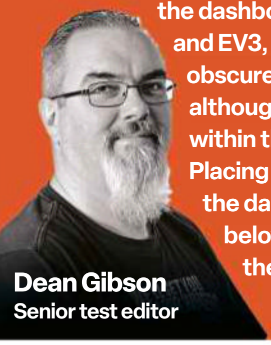
MODEL TESTED:
EV5 GT-Line S

PROS	CONS
Safe, secure and comfortable ride	Not very interesting to drive
Lots of technology on board	Prices edging near premium EVs
Spacious in the back seats	Infotainment feels a little old hat

TESTER'S NOTES

KIA has played safe with the EV5 in many ways. It's pretty ordinary to drive, while the exterior styling seems like an AI-prompted merger of the EV9's details with a Sportage body; it's fairly neat, although there are hints of the Dacia Bigster about it.

Inside, there's been a straight import of the dashboard seen in the EV9 and EV3, including the partially obscured climate controls, although these are replicated within the main screen. Placing everything high on the dash make space below for storage, and there's lots in the Kia EV5.



Dean Gibson
Senior test editor

5

ectric family-SUV fray with EV5

FEATURES
EV5 has lots of handy storage and a classy infotainment screen. GT-Line S gets 19-inch alloy wheels and the drive selector is on a steering-column stalk

> "KIA'S ENTRY INTO THE MEDIUM ELECTRIC SUV CLASS IS SAFE, PREDICTABLE AND ALMOST ENTIRELY UNREMARKABLE"

GT-Line S trim. We reckon that's a bit stingy, seeing as you get one as standard on the Renault Scenic and Nissan Ariya, for example.

TAX All versions of the EV5 come in under the recently revised £50,000 luxury-car tax bracket, with the flagship GT-Line S model fitted with a heat pump and metallic paint coming closest, at £48,720.

Company-car drivers can enjoy the usual electric-car Benefit-in-Kind (BiK) tax rate of just three per cent, too, and this applies to the entire EV5 range.

INSURANCE The Kia EV5 line-up sits between insurance groups 40 and 42 (out of 50). The Skoda Enyaq, meanwhile, sits between group 27 and 37, while even some Tesla Model Y variants undercut the Kia, ranging from groups 37 to 47. However, our insurance quote from the *AA.com* for our sample driver saw the entry-level Tesla's premium costing double that of the EV5.

DEPRECIATION According to our market data, the Kia EV5 will retain around 49 to 51 per cent of its original value over the first three years or 36,000 miles, with the mid-range GT-Line being the best of the bunch.

In comparison, the entry-level Tesla Model Y is expected to retain 53 per cent of its original value after the same period and mileage.

INTERIOR & TECHNOLOGY 4.0/5★

ALL EV5s are pretty well equipped, with 18-inch wheels, automatic LED lights, heated seats, automatic air-conditioning and a triple-screen infotainment system as standard.

DESIGN The EV5's interior follows a very similar design language to the other members of Kia's EV model line-up. In other words, it's simple, ergonomic and perfectly pleasant to look at, if a bit lacking in the fashion stakes.

QUALITY The EV5 feels built to last, even if it doesn't set any new standards for perceived quality in the mid-sized SUV class. The seats are comfortable, and every surface we interacted with felt plush yet reasonably hard-wearing. There's no compromise for those in the rear, either, where the fit and finish is on par with the rest of the cabin.

TECH AND INFOTAINMENT The infotainment system spans three distinct areas pulled together in one panel stretching from behind the steering wheel, right out into the centre of the dashboard.

The main screen is easy to navigate and has all the functionality you'd expect, including wireless Apple CarPlay and Android Auto, enabling you to project the contents of your phone on the EV5's display. The fully digital instrument cluster is another plus point, with clear and easy-to-read fonts, and menus that you can flick through on the fly.

While the Tesla Model Y has a much bigger central screen than the EV5, we found the Kia's set-up was a bit less distracting when driving, especially at night.

PRACTICALITY 4.5/5★

WHILE the EV5 doesn't scream 'value', it is at least pleasingly practical for a car in this class.

FRONT SPACE The Kia's bespoke electric platform means there's loads of space inside the EV5. The centre console features two open trays, with the upper one including twin cup-holders and a wireless smartphone charging pad. There's another shallow space hidden under the centre armrest, too.

REAR SPACE The reason why that centre console bin is shallow is that Kia has fitted a slide-out drawer beneath it that's accessible from the back seats. This is far more useful, featuring a deep main area with a plastic tray above and another slot in the front of the drawer. Above that are air vents and temperature climate control, while there are a pair of USB sockets set into the shoulders of the front seats to power up devices.

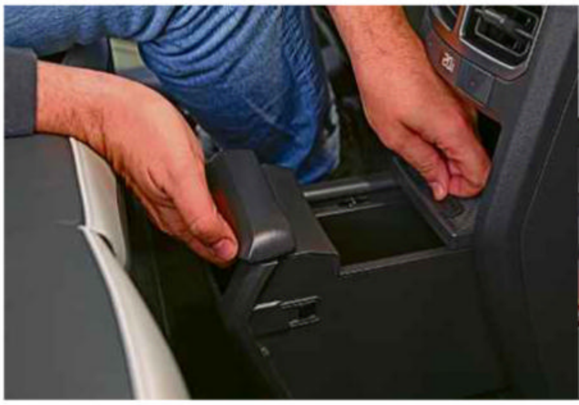
The rear cabin is easily accessed via doors that open to almost 90 degrees. A completely flat floor means even those in the middle will have plenty of room for their feet, while headroom is also generous. The seat backs have seven positions, although the two settings past bolt-upright aren't going to be comfortable to sit in.

BOOT SPACE The Kia's 566-litre boot falls short of its rivals here. The reality is that it's a great shape and size, while the upright rear end means even boxier items should slide in without issue. The rear seats fold cleverly to go completely flat – revealing a generous 1,650 litres of load-carrying capacity.

RELIABILITY & SAFETY 4.5/5★

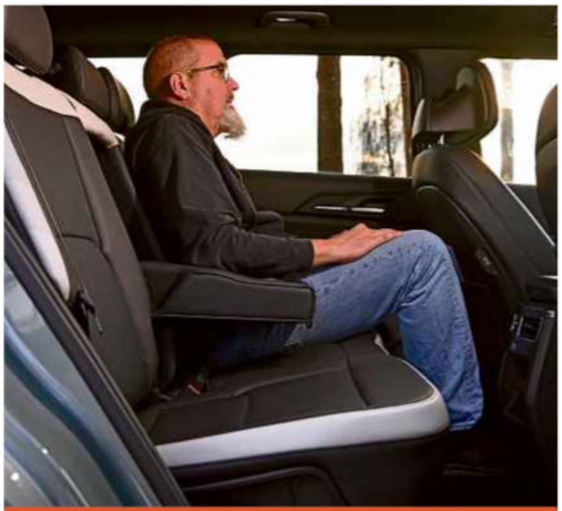
THE Kia EV5 is so new, it'll take some time to truly paint a picture regarding its reliability. While Kia generally has a strong reputation with owners, it did fall to 18th out of 31 manufacturers in the 2025 Driver Power owner satisfaction survey. The brand will be hoping for an improvement this year.

Safety experts Euro NCAP have awarded the Kia EV5 its maximum five-star safety rating, which is higher than the four-star score of the Peugeot E-3008 and Vauxhall Grandland Electric, and a match for the Renault Scenic.



BACK SEATS

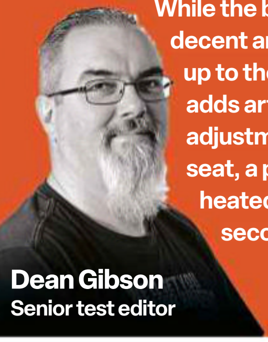
There's plenty of room in the rear, with the seat backrests having seven positions. The wide-opening doors make getting in very easy, too



TESTER'S NOTES

AS with the rest of the Kia line-up, the EV5 doesn't come with much in the way of options. Metallic paint is the only extra that can be added to the whole line-up (we quite like the Iceberg Green our test car came in).

With options lacking, that means you need to move up a trim level to add extras. While the base Air model has a decent amount of kit, we'd step up to the GT-Line, because it adds artificial leather, electric adjustment for the driver's seat, a powered tailgate and heated outer seats in the second row.



Dean Gibson
Senior test editor

INTERIOR

Cabin design follows other Kia EVs and is well built. The useful drawer for rear-seat passengers is a thoughtful touch, while the EV5's 566-litre boot is a good shape and has space beneath the floor to store the car's charging cables

> "WHILE THE EV5 DOESN'T SCREAM 'VALUE', IT IS PLEASINGLY PRACTICAL FOR A CAR IN THIS CLASS"

WARRANTY 4.8/5★

AS with every Kia, the EV5 comes with a seven-year, 100,000-mile warranty, which is more than double what many of its European rivals can offer. If you plan to keep your car for longer than most, this kind of protection could pay for itself several times over. However, it's worth noting that Kia's roadside assistance package is nowhere near as generous, with 12 months of cover offered.

SERVICING 3.5/5★

INTERVALS are every 12 months or 10,000 miles, which seems a bit stingy when many electric rivals can go two years between dealer visits. Kia offers service packages that can be combined with finance, and buyers will be expected to pay around £400 for a three-year service plan.

AT 4.7 metres long, the Smart #5 is only 30cm short of being the same length as a pair of Smart ForTwos. It's the biggest car the company has ever produced, but it's still packed with plenty of distinctive design touches and clever features.

The entry point to the range is the £39,800 Pro model, although this is still a generously equipped machine. It's the only version of the #5 that comes with the smaller 76kWh battery – there's a £4,000 premium to upgrade to the Pro+ model with a 100kWh pack.

ENGINES & PERFORMANCE 4.4/5★

EVEN the base model has a healthy 335bhp on tap and 373Nm of instant torque is available, too. But this version of the #5 builds speed instead of delivering a knockout punch, and the 6.9-second 0-62mph time is only possible thanks to a surge of acceleration at the top end.

Smart offers a choice of four power outputs in the #5, and what you get depends on which version you choose. Yet no model will feel particularly slow; the electric motors deliver strong performance from a standstill, while the rear-drive configuration on the lower-spec models means there's instant thrust if needed.

If you apply the power with even a slight amount of steering lock wound on, you'll find the traction control light blinking as the electronics attempt to rein in the power. It's quite a soft intervention, though, and just makes the rear-drive Smart feel a little more hesitant to accelerate than when you're pointing straight ahead.

DRIVING 4.2/5★

A KERBWEIGHT of 2.2 tonnes means that the Smart #5 feels weighty in corners, but it also helps to iron out bumpy roads to deliver excellent comfort at all speeds.

AROUND TOWN At lower speeds, occupants can revel in the comfort that the #5 offers. The soft suspension easily soaks up bumps, even on models fitted with the largest 21-inch wheels that are available.

A relatively tight 11.2-metre turning circle helps with low-speed manoeuvres. While the #5 is no ForTwo in terms of urban agility, that's a tighter circle than in a Tesla Model Y (12.1 metres), plus there's good visibility on the whole. The Smart's front end is set quite high, though, leaving you to rely on the car's parking sensors and camera system to let you know where the front bumper is.

A & B-ROADS The Smart remains comfortable at higher speeds, and there isn't additional wind noise to accompany an increase in pace. The suspension remains composed, too, although the soft edge to the ride means that this isn't a model that has focused cornering as a top priority.

Switching to Sport mode sharpens the throttle response and adds a little more weight to the steering, but adaptive dampers aren't fitted, so the ride remains on the soft side. In reality, the Smart's 2.2-tonne kerbweight discourages you from pushing any harder than necessary.

MOTORWAY At the national limit the #5 stays resolutely quiet and comfortable. There's a very light rustling from around the base of the windscreen, but overall the car remains refined for all occupants. Even the base model has plenty of torque to get up to motorway speeds quickly and safely, while mid-range power is usefully snappy.

RUNNING COSTS 3.5/5★

DESPITE a 100kWh battery being offered, the #5 struggles to match the class best when it comes to range and efficiency.

EV RANGE/ BATTERY/CHARGING The entry-level Smart only has a 76kWh battery that delivers an official range of 288 miles, but when we tested this model (admittedly in cold winter conditions) a return of 2.4 miles per kWh meant a potential range of only 179 miles was possible. That was well behind the 3.1mi/kWh we achieved in the Kia EV5 on the same roads in matching conditions, while the base Tesla Model Y managed 3.6mi/kWh, so has a longer range with a smaller battery.

Upgrade to the 100kWh #5 for £4,000 and you'll benefit from an extra 78 miles of range in Pro+ guise, while a heat pump should help to mitigate against any cold-weather losses. Achieve the same efficiency figure as we did in the 76kWh car, and you can expect a range of around 225 miles, which is similar to that possible in the base Model Y.

You'll also see the maximum DC charging rate increase from 150kW to a whopping 400kW. So while the 76kWh pack takes 30 minutes to charge from 10-80 per cent, the 100kWh battery can be charged to the same capacity in just 18 minutes.

TAX With the luxury car threshold for EVs now increased to £50,000, only the highest-spec versions of the Smart #5 have to add the supplement. Company-car buyers are likely to be attracted by the long list of kit that the #5 offers for a competitive P11D price that will attract annual bills of less than £240 for 20 per cent tax payers looking at the entry-level #5.

INSURANCE Group ratings are at the higher end of the spectrum, starting at Group 41 out of 50 and rising to 46 for the Brabus

SMART

If you think Smart only makes s

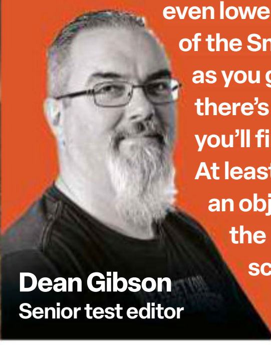
MODEL TESTED:
Smart #5 76kWh Pro

PROS	CONS
Comfortable and smooth to drive	Not very efficient next to rivals
Entry-level cars are well equipped	Some quirks take getting used to
Top-spec cars are fast	No heat pump on entry-level car

TESTER'S NOTES

THERE are some quirks to the #5 that take getting used to. When parking, 360-degree cameras offer multiple viewing angles, while front, rear and side-mounted parking sensors help you avoid low-speed scrapes.

But there's one aspect of the sensors that could be changed to make the risk of collision even lower. While the frequency of the Smart's beeps increases as you get closer to an object, there's no final 'flatline' as you'll find in many other cars. At least the system projects an object's distance from the car on the screen, though.



Dean Gibson
Senior test editor

#5

mall cars, the #5 will make you think again

FEATURES
Infotainment screen dominates the dash and is used to operate most functions, but there are physical controls on the steering wheel

> "EVEN THE BASE MODEL HAS PLENTY OF TORQUE TO GET UP TO THE NATIONAL SPEED LIMIT QUICKLY AND SAFELY"

model. The Tesla Model Y is in similarly high categories, but rivals such as the Kia EV5 and Renault Scenic are around 10 groups lower.

DEPRECIATION We don't have predicted residual values for the #5 just yet, but hopefully they will be closer to the #3's than they are for the #1. The former is in the 51-52 per cent bracket, while the latter is lower, but has a wider range from 41-47 per cent after three years and 36,000 miles of ownership.

INTERIOR & TECHNOLOGY 4.5/5★

WHERE rivals have fairly generic styling, the Smart's mix of a boxy shape with a smooth nose and distinctive four-part lightbars front and rear help it to stand out.

DESIGN The quirky exterior design is a precursor to the cabin, which also has a distinctive look. There are hints of Mercedes in the styling of the high-set centre console and door-mounted seat controls, but the cross-shaped air vent adjusters and large, flat touchscreen housing offer a unique look.

QUALITY One aspect of Mercedes' input that is hard to ignore is the quality of the fit and finish inside the Smart. There are plenty of soft-touch plastics and upmarket metal-effect trim used throughout the cabin, while the soft artificial leather feels good, too. Everything appears solidly built and the #5 seems more expensive than it actually is.

TECH AND INFOTAINMENT All versions of the Smart #5 come with a large, upright 13-inch touchscreen that is used to control nearly all of the on-board functions. Fortunately, the climate controls are fixed across the bottom of the display for ease of use, while a drop-down menu at the top of the screen offers shortcuts. The menu system itself is a little more complicated than necessary, because you need to scroll down long lists in places to access certain options. The system is fast to respond, though, and has a lot of personalisation options, including colour schemes, brightness and audio settings.

Wireless Apple CarPlay and Android Auto are fitted, so you can bypass the on-board system if you want, but we found that when using CarPlay, the shortcut buttons were on the left side of the screen, so were easier for the passenger to use than the driver.

PRACTICALITY 4.5/5★

THE #5 is the biggest car that Smart has ever made, and it blows away any preconceptions that the company specialises in smaller models. It's tall and wide, which creates plenty of space for passengers and luggage.

FRONT SPACE The front cabin is cleanly divided in two by the high-set centre console, which has an armrest bin with a split lid, just as you'd find in any Mercedes. The space below is deep, but features a shallow tray so you don't lose smaller items. Ahead of that are two cup-holders and two trays for smartphones; lower-spec cars have a single wireless charging pad, high-spec models have two.

The big screen means the glovebox is set low ahead of the passenger, but it's a decent size and while the door bins are deep. The extended armrest with door release button means it's harder to stow tall bottles than in some rivals.

The front seats are comfortable and there's plenty of room, while electric adjustment makes it easy to find a suitable position.

REAR SPACE Access to the back is easy thanks to the wide-opening doors and frameless windows. There's plenty of head and shoulder room, while legroom is excellent even when the front seats are pushed all the way back. You can adjust the rear seat electrically via controls on the doors if you want to stretch out further, while the front passenger seat can be moved forward using the controls for the seat behind. Amenities include air vents and twin USB sockets, while the aircraft-style cabin lights and panoramic glass roof add to the upmarket and spacious feel.

BOOT SPACE All versions of the Smart #5 feature a powered tailgate, and it opens to reveal a 630-litre cargo space. That's a good size for a car in this class, although there is a rather high load lip to negotiate if you're lifting heavier items. A false floor hides extra storage space, while the seat backs have an offset split and a ski hatch, and are completely flat when folded. A rolling load cover can be stowed under the boot floor.

If you want to keep the charging cables out of the load bay, there's storage under the bonnet. There's a capacity of 72 litres in rear-wheel-drive cars, but adding an electric motor up front in 4WD cars cuts the space to 47 litres. That's still plenty for a charging cable and the tyre repair kit, however.

RELIABILITY & SAFETY 4.4/5★

THE Smart #5 was awarded a five-star Euro NCAP rating in 2025, so it's going to be a safe in the event of a collision. In fact, it will do its utmost to prevent that in the first place, with a comprehensive suite of sensors and cameras monitoring its surroundings at all times.

Of course, a lot of people want to turn off their cars' driver-assistance tech, and this is a relatively simple process in the #5. Much like in the Renault Scenic, drivers can set up a unique profile with their preferred settings

BEHIND THE WHEEL

High centre console divides the cabin in two; electric seats are comfortable

smart
KM75 DUV

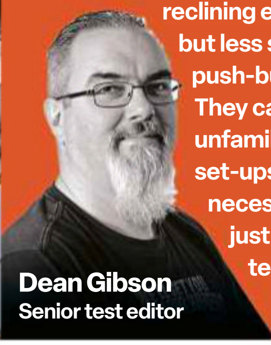
REAR SEATS

Passengers in the back will have few complaints about the space available or the amenities on offer, including electric seats and reading lights

TESTER'S NOTES

THERE are lots of upmarket touches in the cabin. The cross-shaped air vent controls look neat, although they leave us wondering whether this and the four-bar LED lights front and rear mean the car should be called the Smart #4, rather than #5.

We like the aircraft-style reading lights and reclining electric seat in the rear, but less successful are the push-button door releases. They can confuse the unfamiliar, and as with similar set-ups, a manual release is necessary anyway, so it just seems like excess tech for the sake of it.



Dean Gibson
Senior test editor

INTERIOR

Touchscreen is fast to respond but some pages require lots of scrolling to find what you want; the 630-litre boot is accessed via a powered tailgate. It has extra storage under the floor, while there is a further stowage area under the Smart's bonnet

> "THE BOXY SHAPE, SMOOTH NOSE AND DISTINCTIVE FOUR-PART LIGHTS HELP THE #5 TO STAND OUT"

for the ADAS suite, and activate it quickly using the customisable button on the steering wheel and confirming it on the touchscreen.

WARRANTY 4.2/5★

THE #5's warranty package is slightly above the basic, with an unlimited mileage limit for the three years that Smart's new-car cover runs. You also get roadside assistance for the same period, while the drive battery is covered for the obligatory eight years, but with an upper distance limit of 125,000 miles.

SERVICING 4.6/5★

EVEN better, service costs are included in the purchase price, too, so the first three years of maintenance, including wear and tear items, are taken care of free of charge, as long as you service at a Smart dealer.

WHEN the Tesla Model Y first arrived, it was a car that was just right for so many UK buyers' demands. As a result, it's done big numbers in the UK sales charts, and in 2025 it repeated its 2024 success as the UK's best-selling electric vehicle, beating the Tesla Model 3 saloon – now the only other car that the company sells in the UK – to the title.

The Model Y is based on the same running gear as the Model 3, but the extra height of its body offers more space for families.

ENGINES & PERFORMANCE 4.6/5★

THERE'S no denying the Tesla Model Y is quick. Even this new Standard model has plenty of acceleration. Adding AWD boosts traction for the Long Range car, but the Standard rear-wheel drive model doesn't lack grip.

From our experience, the Standard car's straight-line punch will be more than enough for most drivers. Power is delivered smoothly, and while 0-62mph in 6.9 seconds is the slowest of any Model Y, the experience doesn't drastically change until you get to the crazy Performance version.

One of the few physical changes that came with the Tesla Model Y's update in 2025 was the removal of the gearshift stalk. The main drive mode selector is now located on the screen and only shows when you're stationary with your foot on the brake. It seems odd at first, but it's easy to get used to.

DRIVING 4.2/5★

STRONG powertrains are a Tesla staple, but only now can the Model Y's chassis match it.

AROUND TOWN At low speeds, the Model Y's biggest flaw is its poor turning circle, because in every other respect it's a quiet, refined car and able to smooth out rougher roads easily.

Unlike the Model 3, which has steering wheel-mounted indicator controls, the facelifted Model Y has indicators operated via a conventional stalk. However, it's a flimsy-feeling thing and doesn't click into place when you use it – making cancelling a signal needlessly difficult. It's almost as if Tesla is persuading owners of the merits of touchscreens by deliberately making its physical controls less intuitive.

A & B-ROADS Tesla has gradually enhanced the ride comfort of the Model Y over the years. It has a firmer edge at higher speeds (making this a more unsettled choice in the class), but there's greater sophistication than before, with improved body control over all but the most severe potholes and undulations.

Body roll is well contained in corners, and grip is relatively strong through a balanced chassis that edges towards understeer when pushed. It's easy to reach that limit, because the hyper-sensitive steering makes it easy to turn the front axle faster than the chassis can handle. Given that the steering has a gloopy weight and very little feedback, driving the Model Y with enthusiasm isn't that enjoyable.

MOTORWAY Double-glazed windows and additional soundproofing were added during the most recent facelift, and that becomes really noticeable at the national limit. Here, the Model Y is far more refined, with less road noise than in the original car. Tyre roar is still present in the cabin, but it's more muted.

Once again, the steering takes getting used to, because it's so sensitive that you need only the tiniest of corrections to keep on course, although in reality Tesla expects you to take advantage of its Autopilot advanced cruise control tech rather than driving manually.

RUNNING COSTS 4.7/5★

ONE area where Tesla steals a march over rivals is its advanced battery technology. Standard models feature a lithium iron phosphate pack, while Premium Long Range cars come with a more advanced lithium nickel manganese cobalt oxide unit for greater energy density.

EV RANGE/ BATTERY/CHARGING Verified battery sizes aren't quoted on Tesla's website, but official range figures place the Model Y in the leading pack of electric compact SUVs. The smaller battery in the Standard car is good for 313 miles of range, which is better than a lot of rivals.

A heat pump is standard on the Model Y, so when we tested the Standard version in cold wintry conditions, it still proved more efficient than the Kia EV5 and Smart #5 in similar weather. We managed a return of 3.6mi/kWh, which offered a range of 227 miles – the Kia was less efficient but could go further courtesy of its larger battery.

When it comes to charging, few manufacturers can touch the convenience that Tesla can offer. Drive to your nearest Supercharger, park up and plug in. Once you have enough charge, you can leave, and your usage is charged by direct debit each month. We really wish all charging networks were this easy to use. Just don't forget that EVs from other brands can now utilise the Tesla Supercharging network, so you may see non-Teslas in 'your' charging bay.

One concession that the Standard car makes over the rest of the range is a top charging speed of 175kW, compared with 250kW for the Long Range versions. However, Tesla's helpful 'pre-charging' feature sets the optimum temperature for the battery ahead

TESLA

Welcome to the cheaper seats a

HG75 GVN
TESLA

MODEL TESTED:
Tesla Model Y Standard RWD

PROS
- Efficient yet responsive motors
- Supercharger network access
- Composed and refined to drive

CONS
- Lack of physical controls inside
- No Apple CarPlay or Android Auto
- Entry model feels very basic

TESTER'S NOTES

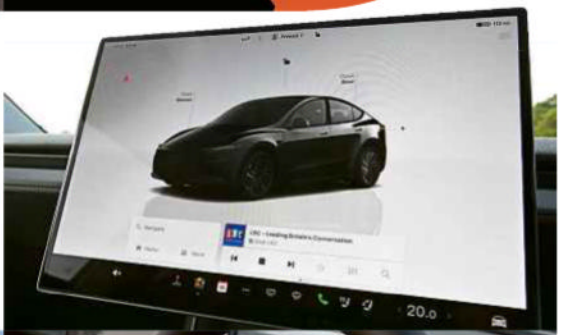
TESLA has always produced fast EVs, but the reality is that even the Model Y Standard has more than enough performance for most needs. It offers instant responses, while the rear-wheel-drive configuration has good traction where front-wheel drive rivals struggle to get the power to the road. We'd just like a bit more steering feel and weight to make the most of the car's chassis. The wheel is overly light and almost nervous in its response to inputs; it feels more like you're playing an arcade racer than actually driving.

Dean Gibson
Senior test editor

MODEL Y

s US brand launches entry-level version

INTERIOR
High-mounted 15.4-inch touchscreen operates most of the functions on Model Y, although there are some physical controls on the steering wheel



"STRONG POWERTRAINS ARE A TESLA STAPLE, BUT ONLY NOW CAN THE MODEL Y'S CHASSIS MATCH IT"

of a planned top-up stop to ensure the quickest charging speeds are achieved.

TAX Standard versions of the Model Y fall below the £50,000 luxury car supplement for road tax. Company-car users benefit from the lowest Benefit-in-Kind (BiK) tax bandings offered to EVs. That means there's more to pay than in the past, but still considerably less than for hybrids and PHEVs.

INSURANCE With fewer frills than the rest of the range, the base Model Y starts off in group 34 (out of 50), down from group 37 before. However, when we sourced insurance quotes for the Model Y and the top-spec EV5 (group 42), the Kia's quote was around half that of the Tesla's: £750 to the Model Y's £1,457 quote.

DEPRECIATION Industry expert CDL estimates that the Model Y Standard has the best residuals in the line-up, at 53 per cent, which is competitive for the family EV sector.

INTERIOR & TECHNOLOGY 4.0/5★

ON the outside, the updated Model Y benefitted from a Cybertruck-style light bar across the nose, and a full-width light is set into the tailgate that reflects in the bodywork. However, the Standard model doesn't get these features for a simplified look.

DESIGN If understatement is your thing, then the Model Y is the car for you. Aside from the huge touchscreen, the dashboard is bare, but its simple design does contain some neat details; the air vents are a slim slot that runs the full width of the dash, for example. Some of our road testers love the understated look, but others find it so bare that the design seems almost unfinished, especially in Standard guise, where the cabin ambience feels better suited to a taxi than family transport.

QUALITY Fit and finish were certainly a weakness of earlier Teslas, but things have improved. We'd say it's still not perfect; when we've tested Model Ys, we've seen trim panels between the doors and dash that don't quite align perfectly, had creaks from footrests and loose threads on steering wheels.

The Standard model looks as if it's been built down to a price with its grey fabric seats, but the upholstery actually feels good and offers decent comfort.

TECH AND INFOTAINMENT Buyers coming from other car brands might find the Model Y something of a culture shock, because nearly everything is controlled through that big touchscreen. Such a system needs to be very well designed – and, to Tesla's credit, it is. But there are still many features that would be easier to use if they weren't on screen. Chief among these are the lights, which default to automatic; we'd prefer to have manual control without having to dip into the display menus.

We like the Tesla's sat-nav configuration, which, in its satellite imagery mode, gives you a perfectly clear and concise view. Along with the great mapping, the navigation for Tesla's Supercharger network is easy to programme on the move, and it even alerted us when pre-conditioning for the battery began before we arrived at a charging station. Dive into the driving data, and it will show neat graphs analysing energy use on previous journeys.

PRACTICALITY 4.5/5★

THE Model Y only comes as a five-door SUV, but its shape means it blurs the lines between regular models and coupé-style variants.

FRONT SPACE One benefit of the Model Y's minimalist cabin design is that the base of the windscreen is set low relative to the seats. As a result, the view out to the front is clearer than in pretty much any other alternative SUV. Unfortunately, the back window spoils the impressive visibility, because its shallow angle means it appears absolutely tiny in the rear-view mirror.

There is one bin and another open storage area between the seats, plus a pair of cup-holders. Along with the roomy door pockets, interior cubby spaces are in plentiful supply.

REAR SPACE There are no issues with space in the back of the Model Y. The floor is flat, and the seats are comfortable and well positioned, giving lots of under-thigh support as well as generous foot space beneath the front seats. Despite the sloping roof angle, there's more than enough headroom for even tall passengers, while a fold-down armrest houses two cup-holders.

BOOT SPACE The 845-litre (to the roof) boot is generous, and that's before you factor in the huge under-floor area. There's a front boot too (improved in 2025 with a drain plug for hosing it out after carrying dirty items), which is spacious when compared with most rivals. There is more obvious cost cutting on the Standard model, with no plastic trim covering the ancillaries such as the washer reservoir.

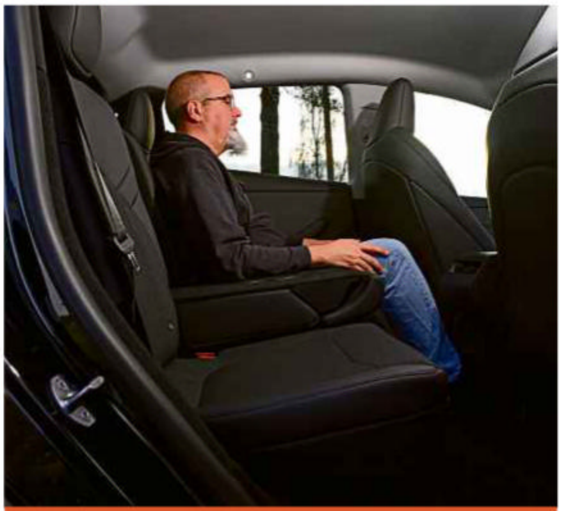
RELIABILITY & SAFETY 4.0/5★

THE 2025 Driver Power survey saw the Model Y come 15th, with owners praising software updates, powertrains and running costs.

The Model Y scored a maximum five stars in the Euro NCAP crash test in 2022, and again in 2025. However, the Tesla's adult occupant

REAR SEATS

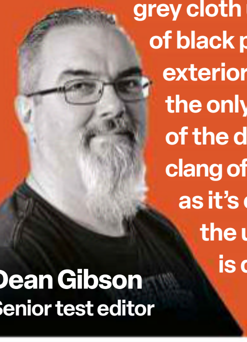
There are no issues to report with the back seats. Leg, foot and headroom are all good, while the seats are comfortable and have an armrest



TESTER'S NOTES

IF you only ever encounter the entry-level Model Y, then you'll probably be happy with it. But compared with the rest of the range, there are some very obvious compromises that have been made to keep costs down.

The cabin is remarkably austere, almost taxi-like in its specification with no frills, grey cloth upholstery and acres of black plastic. The basic exterior lighting takes away the only interesting element of the design, while the tinny clang of the paper-thin bonnet as it's closed is jarring and the untrimmed 'frunk' is disappointing.



Dean Gibson
Senior test editor

FEATURES

Plainly trimmed seats are evidence of cost cutting, but the boot is generously sized and well proportioned. There is underfloor storage to hold items such as a charging cable, while the 'frunk' provides extra stowage space

> **"FIT AND FINISH WERE CERTAINLY A WEAKNESS OF EARLIER TESLAS, BUT THINGS HAVE IMPROVED"**

protection and safety-assist scores did decline slightly. On the plus side, its child occupant and vulnerable road user protection results increased in the NCAP evaluation.

WARRANTY 4.0/5★

TESLA offers buyers a four-year warranty with four years of breakdown cover. The latter is a very generous package, while the former ranks Tesla ahead of premium German brands.

SERVICING 4.7/5★

THE minimal running costs served up elsewhere by the Model Y also apply to servicing. Recommended maintenance consists of a biennial cabin filter change and brake fluid check, plus a suggested tyre rotation every 6,250 miles. Otherwise, there are zero service costs.

PRICES AND SPECS

	KIA EV5	SMART #5	TESLA MODEL Y
Price from/price of model tested	£39,345/£47,145	£39,800/£39,800	£41,990/£41,990
POWERTRAIN AND PERFORMANCE			
Powertrain	1x electric motor	1x electric motor	1x electric motor
Power	214bhp	335bhp	292bhp
Torque	295Nm	373Nm	350Nm
Transmission	Single-speed/FWD	Single-speed/RWD	Single-speed/RWD
0-62mph/top speed	8.4 seconds/102mph	6.9 seconds/124mph	6.9 seconds/110mph
Battery capacity/usable	81.4/78kWh (est)	76/74.4kWh	63/63kWh
Official range	313 miles	288 miles	313 miles
Test efficiency/range	3.1 mi/kWh/252 miles	2.4 mi/kWh/179 miles	3.6 mi/kWh/ 227 miles
Charging	150kW (10-80% in 30 mins)	150kW (10-80% in 30 mins)	175kW (0-80% in 30 mins)
DIMENSIONS			
Length/wheelbase	4,610/2,750mm	4,695/2,900mm	4,797/2,890mm
Width/height	1,875/1,680mm	1,920/1,705mm	1,982/1,624mm
Rear knee room	670-895mm	710-960mm	680-989mm
Rear headroom/elbow room	950/1,495mm	975/1,495mm	848/1,455mm
Boot space (front/seats up/down)	44/566/1,650 litres	72/630/1,530 litres	88/845*/2,118 litres (*to roof)
Boot length/width	8895/1,015mm	915/1,040mm	1,091/945mm
Boot lip height	765mm	775mm	600mm
Kerbweight/payload/towing weight	2,092/488/1,200kg	2,200/500/1,600kg	1,906/N/A/1,600kg
Turning circle	11.7 metres	11.2 metres	12.1 metres
COSTS/OWNERSHIP			
Residuals (after 3yrs/36k miles)	£23,290/49.40%	N/A	£22,297/53.10%
Depreciation	£ 16,055	N/A	£19,693
Insurance group/AA.com quote/VED	N/A/£750/£195	41/TBC/£195	34/£1,457/£195
Service cost	£400 (est)	£0	£0
Annual tax liability standard/higher rate	£282/£564	£238/£477	£252/£503
Annual fuel cost (10k miles)	£893	£1,154	£769
Basic warranty (miles)/recovery	7yrs (100,000)/1yr	3yrs (unlimited)/3yrs	4yrs (unlimited)/4yrs
Driver Power manufacturer position	18th	N/A	11th
NCAP Adult/child/ped./assist/stars	N/A	88/93/84/92/5★ (2025)	97/87/82/98/5★ (2022)
EQUIPMENT			
Metallic paint/wheel size	£675/19 inches	No-cost option/19 inches	£1,300/19 inches
Parking sensors/camera	Front, rear & side/rear	Front, rear & side/360-degree	Front & rear/360-degree
Spare wheel/Isofix points	Repair kit/two	Repair kit/three	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes	Yes/yes
Leather/heated seats/wheel	Artificial/front & rear/yes	Artificial/front/yes	Artificial/front/yes
Screen size/digital dashboard	12.3/12.3 inches	13/10.25 inches	15.4 inches/no
Climate control/panoramic sunroof	Yes/yes	Two zone/yes	Two zone/yes
USBs/wireless charging	Four/yes	Four/yes	Five/two
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes	No/no
Blind-spot warning/head-up display	Yes/yes	Yes/no	Yes/no
Adaptive cruise control/heat pump	Yes/£900	Yes/no	Yes/yes

WHAT WE WOULD CHOOSE

KIA EV5 Beyond paint, the only other option that you can add to the EV5 is a £900 heat pump for the GT-Line S model. A no-cost option is black artificial leather with white bolsters, which adds white trim to the steering wheel as well.

SMART #5 As with the Kia, it's only colours that can be chosen, with one option adding yellow accents to silver paint. Our test car's Pulsar Ruby hue looks different enough to justify it over some of the more regular shades Smart offers.

TESLA MODEL Y Enhanced Autopilot (£3,400) and Full Self-Driving (£6,800) packs are offered. The former adds lane changing and car park summon, while the latter includes traffic light and stop sign control, with future updates.

KIA EV5

BEST FOR CABIN STORAGE

CONVENIENT features such as the USB sockets in the sides of the front seats and the pull-out storage box mean the EV5's back seats have added versatility.

SMART #5

BEST FOR LUXURY

WITH its premium quality and long list of standard equipment even in entry-level guise, the Smart feels more upmarket than its rivals here.

TESLA MODEL Y

BEST FOR EFFICIENCY

TESLA'S battery tech is still among the best in the market, while the fast and user-friendly Supercharger network means a lack of home charging isn't as much of an issue as with rivals.

> **"IT'S CLEAR WHERE SOME SAVINGS HAVE BEEN MADE, BUT THE MODEL Y IS STILL ONE OF THE BEST ELECTRIC FAMILY SUVS ON SALE"**

smart
KM75 DUV
LA75 UVE

RESULTS

WINNER ★★★★½

Tesla Model Y

AUTO EXPRESS
ROAD TEST WINNER
JAN 2026
★★★★½
Tesla Model Y

THE basic Model Y lacks some of the neat touches of higher-spec versions, and it's clear where some of the savings have been made inside and out, but overall it's still one of the best electric family SUVs on sale.

While it's not the most interesting car to drive, in terms of comfort it's right on the money, while its passenger space, efficiency and Tesla's user-friendly Supercharger network put it ahead of its rivals here.

INTERESTED? Scan the code to view our deals on the Tesla Model Y

RUNNER-UP ★★★★☆

Smart #5

THE new #5 has a lot going for it. It's spacious, very well equipped for the money and has a premium edge that makes it feel more expensive than its prices suggests. It's comfortable and refined at all speeds, too, while the powertrains deliver plenty of performance, even in entry-level specs.

The looks will split opinion, but if you're a fan, the Smart is well worth considering. We'd recommend upgrading to the 100kWh model for a longer range and its faster charging technology.

INTERESTED? Scan the code to see new Smart #5s you can buy today

THIRD ★★★★☆

Kia EV5

PLACING third in this test is no slight on the EV5. It applies a formula that's already been proven with the EV3, but it repackages everything into a larger body with a bigger battery. That means it's a versatile and user-friendly EV that offers a good range that will suit most needs, while the understated looks will appeal to many.

But there's no real area where the Korean model stands out when compared with its rivals here, and the driving experience isn't a highlight either.

INTERESTED? Scan the code for information on EV5s on sale right now

SECOND REPORT

MINI JCW

PROS
- Ride settles on motorway
- Fantastically powerful brakes
- Great sound system

CONS
- Engine isn't exciting
- Overly firm suspension
- Sluggish gearshifts

Funky hatch is – mostly – helping our man recapture his youth

TOTAL
250
DSC OFF
Activate Go-Kart
Cancel
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AUTO OFF
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16 °C

HANDLING
Although driving the MINI on a track is superb fun, the firm suspension makes tackling British B-roads less enjoyable

"ON TRACK, THE AUTOMATIC BUT IT FEELS BETTER SUITED

MIXED BLESSING
In many ways the MINI is the perfect car for Allie to use when rekindling his love for activities he used to enjoy as a younger man – but the firm ride means his back is rather less happy

Pete Gibson

INTERIOR
High-quality design features unique JCW touches in the fabric inserts and seats

C GEARBOX WAS FRUSTRATING,
TO MY FAVOURITE ROADS ”

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

IF there's one car brand that trades heavily on its youthful appeal, then it's MINI. And potentially the most youth-oriented of its models is the JCW hatch I've been running over the past few months. I really enjoyed blasting it around the Curborough sprint course when it first arrived, and more recently I've noticed this hot hatch may have been influencing a change in my lifestyle.

Although I'm very much on the far side of 30, I've decided that now is as good a time as ever to get into some of my old pastimes. Despite how creaky and distinctly un-youthful my body feels, I've managed to nail down a 'pop shuv-it' in skateboarding (you might want to play Tony Hawk's Pro Skater if you don't know what I'm on about), started playing for my local 11-a-side football team, and even tried to make sure I'm not completely wasting the money I spend on my gym membership.

A seemingly perfect foil for this newfound activity is the MINI JCW with its excellent standard-fit Harman Kardon sound system blasting some appropriate tunes to get me pumped up. However, another aspect of the MINI has been rather more energy-sapping.

I'm talking about the car's ride, which is comically firm. I was happy to trade comfort for cornering stability around the sprint circuit, but on the road it's more of a challenge – especially for my back.

The JCW is exceptionally fidgety over country roads, which is a shame because this is traditionally where hot MINIs are at their best. But where you want to feel the suspension working compliantly with bumps and ruts, the JCW seems to actively fight against them. It's tempting to say that our car's £800 optional 18-inch wheels (which come with Continental SportContact tyres) would be better avoided for the standard-fit 17-inch rims, but we doubt an extra few millimetres of sidewall would make a substantial difference.

Mind you, the steering is just as frantic. Its responses to any input are lightning quick and it can be almost as rapid to self-centre. I've mentioned the thickness of the wheel before, but it's worth reiterating: it's one thing in a muscular 500bhp BMW M car, but in an agile hot hatch like a MINI JCW you expect a certain degree of feel, and you're slightly robbed of that by the fat rim.

On track, I found the automatic gearbox's gearchanges frustrating, but it feels better suited to my favourite roads where the JCW isn't changing gear as often. The same can be said for the engine. It's not particularly rewarding to rev right out to the red line, so the easily accessible and plentiful low-end torque ensures the MINI has no problem covering ground across country quickly.

Another convincing attribute of the JCW is the brakes. They have no issue shrugging off speed (which can be accumulated very quickly in the JCW) despite the car's fairly sizeable 1,405kg kerbweight. The pedal's response is nice and linear too, with no noticeable stages in the braking performance.

Given how much the MINI JCW has been battering my spine over bumpy British B-roads, I've been surprised at how well the car hunkers down on the motorway. Although it's not what you'd really call comfortable, the MINI certainly has the kind of high-speed stability that makes relatively light work of long drives. Refinement isn't something most hot hatch buyers prioritise, and there's a little bit of tyre noise at speed, but the wind noise is kept to a minimum. And although I'd like to hear a bit more from the exhaust at times, it too settles down on long motorway trips.

JOHN
COOPER
WORKS

MODEL TESTED:
MINI JCW

On fleet since:	September 2025
Price new:	£31,200
Powertrain:	2.0-litre four-cylinder turbo petrol
Power/torque:	228bhp/380Nm
CO2/BiK:	154g/km/36%
Options:	Metallic paint (£550), 18-inch JCW wheels (£800), Level 3 pack (£3,800)
Insurance*:	Group: 27 Quote: £919
Mileage/mpg:	6,331/38.7mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

VERDICT ★★★½☆

THE MINI JCW impressed me on track, but its abilities there have come at some cost. It's too firm on the road and requires too much effort to really enjoy on a regular basis. The petrol hot hatch sector is shrinking rapidly, which makes it more of a shame that MINI hasn't quite nailed this one.

THIRD REPORT

SKODA ELROQ vRS

Pace and practicality perfectly combined, our man reckons

INTERIOR
vRS is every bit as practical and well built as the regular Elroq, but gets neat green highlights that mark it out as the performance model

Pete Baiden

Pete.Baiden@autoexpress.co.uk

ON your marks. Get set. Go! It's not surprising to find out that the Skoda Elroq vRS is a quick car that will leave most rivals trailing from the lights, but it's the way it does it that keeps me smiling.

Officially, the Elroq vRS will sprint from 0-62mph in 5.4 seconds, but in reality it feels faster. Plant your foot on the accelerator, and it will launch from a standstill and just keep going. There's no let-up in power at any point, with the dual motors pulling the car forwards at an impressive rate. I've found it hugely entertaining and highly addictive.

But the one thing that really makes the Elroq vRS stand out for me is that the power delivery never upsets the car's composure. We live in a world where even family EVs can boast almost 1,000bhp, and I recently drove the Lotus Emeya 900. Although it's a truly sensational car, at times it almost felt dangerous if you prodded the pedal at the wrong moment. It took a lot of concentration to drive it to its full potential.

The Elroq vRS is nothing like that. It's the Czech brand's most powerful ever production model with 335bhp, yet it feels as if it's got just the right amount of performance, and really hits the sweet spot between fun and fear.

Skoda's vRS cars in the past have never been all about record-breaking numbers, instead focusing on affordability (which we'll come to later) and driving fun. And that's pretty much what the Elroq achieves as well. Yes, there are some compromises when it comes to the ride and I often find the car becomes a little unstable over bumpy or undulating roads, but it's something you get used to and can quickly make corrections on the steering to counter.

What really makes the Elroq vRS so impressive is that it's a very similar car to the Volkswagen ID.4 GTX, with an identical power output and battery set-up, yet it's miles ahead of its relation in almost every way. How has Skoda taken such a similar product and made it so much better? Where the GTX fails dynamically, the vRS excels.

Away from outright speed, the Elroq is a superb all-round family car. So good in fact, that it's pretty hard to fault. My only real bugbear is the microsuede seats. They look and feel great, but are a complete nightmare to clean. My two children, Hugo and Matilda, regularly drop crumbs, which they then grind into the upholstery whenever they brush them off. The seat fabric acts almost like Velcro, so I've resorted to keeping a hand-held vacuum cleaner in the car, because it's the only way to really get it clean.

And then there's the price. As I've mentioned previously, vRS cars of the past were considered almost an entry-level way of starting out on performance-car ownership, but there's no way this hot Elroq could ever

TRIM TROUBLES
Skoda's microsuede upholstery is so good at catching crumbs dropped by Pete's kids that he now keeps a hand-held vacuum in his car

“PLANT YOUR FOOT ON THE ACCELERATOR, AND IT WILL LAUNCH FROM A STANDSTILL AND JUST KEEP GOING ”

MODEL TESTED:

Skoda Elroq vRS

On fleet since:	September 2025
Price new:	£46,560
Powertrain:	79kWh battery/2x e-motors
Power/torque:	335bhp/545Nm
CO_2/Bik:	0g/km/3%
Options:	Heat pump (£1,100), Winter package (£600)
Insurance*:	Group: 37 Quote: £1,186
WLTP range:	339 miles
Mileage:	8,782
Efficiency:	3.4 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Plenty of power for overtaking
- Subtle vRS badges make it a sort of sleeper car
- Loads of rear-seat legroom for children

CONS

- Microsuede seats are hard to clean
- Powered tailgate keeps trying to close on my head
- Cup-holders not suitable for larger coffee mugs

be considered cheap. It costs almost £50,000, so you’ll need deep pockets to get one on your driveway, which is a shame because price is one of the main reasons the standard Elroq (which starts at just £33,560) won our 2025 Car of the Year award.

On the other hand, the vRS comes packed with kit and, as a reader recently pointed out to me, if you were to spec up an Edition 85 or SportLine model to the same level, the vRS actually works out slightly cheaper. So not only would you be saving money with the hot Elroq but, in effect, you also get extra power and four-wheel drive for free. Perhaps it’s not quite as expensive as it first appears after all.

VERDICT ★★★★☆

THE Skoda Elroq vRS is almost everything a performance electric SUV should be. True, it won’t set any world records, but there’s more than enough pace to put a smile on my face.

“THE ELROQ IS A SUPERB ALL-ROUND FAMILY CAR. SO GOOD IN FACT, THAT IT’S PRETTY HARD TO FAULT ”

FLEETWATCH

KY19 XCV
KY74 BFV

VOLKSWAGEN GOLF R

IT’S quite bizarre the people – or in this case, the cars – you bump into in Sainsbury’s car park on a dull winter’s day in deepest Surrey. Pulling up to the Farnham superstore with my daughter in tow before an afternoon of fun at the nearby Birdworld animal park, I noticed an eye-catching red and white VW out of the corner of my eye.

As it drew closer, I clocked the registration: KY19 XCV. It immediately felt familiar, and having parked up alongside, I quickly got my phone out and flicked through my camera roll. My suspicions were correct; the two-tone camper pictured here (next to my current Golf R) was the very same van I ran for Auto Express on long-term test almost seven years ago, through the summer of 2019.

Seeing the two side-by-side only highlighted the breadth of talent available within the VW Group. They couldn’t be more different, yet each serves a purpose. Being a family man, I’d value a bit more space, but the Golf R’s power and four-wheel-drive traction are coming into their own through the winter months.

RICHARD INGRAM

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BMW X3	New arrival
Cupra Terramar	Issues 1,899, 1,906
Honda Civic Type R	Issues 1,899, 1,905
Mazda CX-30	Iss. 1,865, 1,875, 1,887, 1,907
MINI JCW	Issue 1,903
Renault 5	Iss. 1,878, 1,890, 1,900, 1,910
Skoda Elroq	Issues 1,893, 1,904
Volkswagen Golf R	Issues 1,901, 1,910
Volvo EX30	Issues 1,902, 1,915

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HOT HATCH HEAD-TO-HEAD
BMW M135 vs AUDI S3
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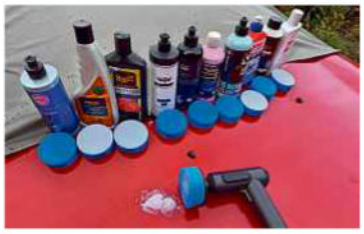


58 NEW PRODUCT CADA AMG GT3
Replica racer from LEGO rival

59 MINI TEST TWIST AND OUT
Locking nut removers rated

60 PRODUCT TEST CAR POLISHES
Which scrubs up best?

PRODUCTS

HOT KIT

Duel Cool Water Snow Foam and Air Freshener Set

Price: £21.99 **Contact:** *duelautocare.co.uk*

WERE you given some aftershave for Christmas? You can now make your car match the scent, thanks to Duel's limited-edition Snow Foam and Air Freshener set, which the company says is 'inspired' by the famous Cool Water fragrance from Davidoff.

First released in 1988, the scent is currently having a retro resurgence. It's said to blend peppermint, aromatic lavender, oakmoss and warm amber-musk aromas. Duel Autocare has created its Cool Water products so drivers can feel a wave of nostalgia while driving or cleaning their car. They will also give any late eighties or nineties classic an authentic aroma to match the era.

As well as smelling good, the snow foam is pH neutral and safe to use on cars treated with waxes, sealants and ceramic coatings. Duel promises a thick, long-lasting foam blanket with excellent cling characteristics, allowing it to dwell on the panel and dissolve plenty of dirt before rinsing – and give you more time to sense the scent. It's mixed at a ratio of 50ml to 450ml of water in your snow foam bottle.

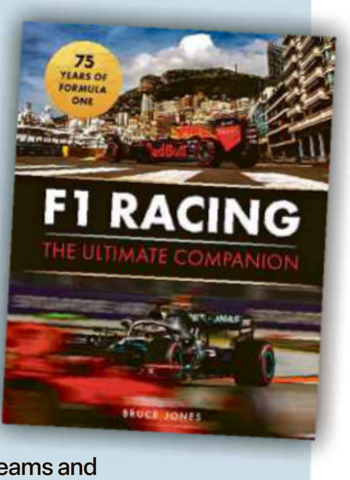
To allow you to appreciate the aroma for even longer, the Cool Water Air Freshener is said to deliver a lasting cabin freshness without being too overpowering. It is supplied in a 100ml bottle with a fine mist atomiser to ensure even distribution.

The two products are available together in a twin pack for a limited time, priced at £21.99. That's £3.05 more expensive than buying a bottle of snow foam and air freshener from Duel's regular range of products, but £3.01 less than getting a 125ml bottle of Davidoff's Cool Water aftershave from Argos.

BOOKS

F1 Racing – The Ultimate Companion

Bruce Jones (Michael O'Mara Books, *mombooks.com*)
Price: £25 **Rating:** ★★★★½



F1 Racing – The Ultimate Companion does pretty much what it says on the tin: it's a chunky, photo-heavy tour of Formula 1's past and present, organised by country. Each chapter drops you into a different corner of the globe, sketching out the key drivers, teams and tracks that have given that nation its place on the grid, backed up by clear circuit maps and plenty of glossy action shots. It's been re-released for the sport's 75th anniversary, with some little extras.

It works brilliantly as a sofa-side dip-in book. You can lose half an hour hopping from Monza to Suzuka to Interlagos, topping up your trivia and getting a sense of how broad F1's footprint has become over its 75 years. The writing is straightforward but informed, and there's a welcome mix of old heroes and newer names, so the book doesn't feel stuck in the V10 era.

The flip side is that real obsessives may find some sections a bit whistle-stop, and a few smaller nations feel slightly rushed. It's not a book for deep technical analysis, and it's more a handsome world tour than a paddock tell-all. Still, as a large, celebratory overview of 75 years of grand prix racing, it earns a solid recommendation from us.

NEW PRODUCT

CaDA AMG GT3

Price: £269.95 **Contact:** *wonderlandmodels.com*

FAITHFUL Kit comes in the same orange and black colours as the 2020 racer

LEGO rival CaDA has just created its largest and most complicated car model yet: a huge 1:8-scale recreation of a Mercedes-AMG GT3 Evo racer.

The CaDA Bricks model is an officially licensed replica of the 2020 GT3 Evo developed for Group GT3 races, with the distinctive orange and black colour scheme. It costs £269.95 and is recommended for builders aged 14 and over.

There are 5,466 pieces in the kit and it will take an experienced modeller around 15 hours to build. Once completed, it measures 59cm long by 25cm wide and features a huge rear wing and even cantilever door hinges, which open to reveal a realistic interior. The adjustable steering wheel turns the front wheels, and even the door locks function.

In addition to the visible parts, the CaDA AMG has complex engineering features such as a working six-speed sequential transmission linked to a realistic engine with moving pistons. The car's powertrain can be removed using the model engine crane, which is included as part of the kit and can be displayed separately.

The suspension system is also impressively complicated. You can remove the wheels using a spanner on the locking hubs and adjust the height of the springs. Just like the real car, the CaDA kit uses a pneumatic air-jack system to lift it off the ground for pit stops. A hose from the model compressor attaches to the front wing and can be pumped up to deploy rams, lifting the AMG up off its wheels.

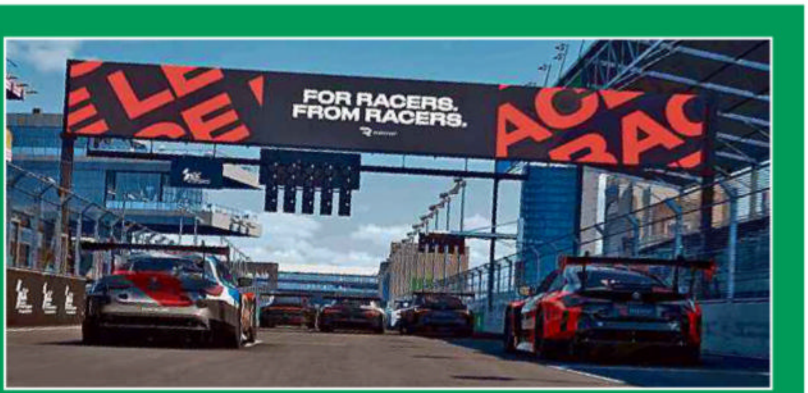
Once you've finally stopped playing and are ready to display the finished AMG, it features a USB connection to power the working LED headlights and tail-lamps.

> **"THE COMPLEX ENGINEERING FEATURES A SIX-SPEED SEQUENTIAL TRANSMISSION LINKED TO AN ENGINE WITH WORKING PISTONS"**

FIRST TEST

Rennsport

Available for: PS5, Xbox Series X/S, PC
Price: £42.99 **Rating:** ★★★☆☆
Contact: *rennsport.gg*



Players can compete on real circuits as well as community-made tracks

WHILE the weather is cold and wet, we might be more inclined to get our driving thrills from the comfort of a sofa rather than out in the real world, and Rennsport is the latest driving game to hit the digital shelves.

On the face of it, Rennsport offers players a line-up of tracks where Spa, Nürburgring and the Goodwood Hill Climb join fantasy community-made circuits, along with a list of cars that includes Le Mans hypercars, GT3 racers and touring cars.

It's not a bad list at all, but when compared with some rivals that can offer hundreds of options, it's a little lacking. We expect more to follow via downloadable content, but this will likely come with the need to part with more cash to access it. You'll also need extra money to buy custom liveries and other add-ons. That's a shame for a game that is a bit thin on content in the first place.

Once you get on the track, it all looks and sounds good enough – but with a controller (you can play with a wheel too), the steering is unpredictable and over-sensitive.

That issue is exacerbated by track-limit rules that seem overly harsh. Putting a wheel on the grass is enough to invalidate your lap time, but more often spears you off into the wall even at low speed, offering little chance to save an error.

The AI you're racing against in single-player mode is also violently unpredictable; online play has very definitely been prioritised here.

As with most games, playability can be resolved over time with various patches, but for now this game feels a bit under-developed and lacking compared to existing sim racers.

MINI TEST

TESTED Locking wheel nut removers

FROM £19.99: If you need to remove a wheel but don't have the adaptor key, help is at hand – and here we reveal which is the best kit to invest in

Craig Cheetham

IF you buy a second-hand car, you might not realise that you don't have the locking wheel nut key until it's too late – after all, it's not the most critical pre-purchase check to make.

But what do you do if you need to get the wheel off and don't have the official adaptor? A main dealer may be able to give you the correct one from your VIN but will probably charge a small fortune, or you can remove the lock nut yourself and replace it, using a kit designed to do the job.

Here we put three popular kits to the test on a Jaguar that we bought with no adaptor key, using a half-inch breaker bar to apply pressure. Each of these kits uses a twist-socket design that essentially pinches into the original wheel nut, meaning you can't reuse it and it will need to be replaced.

The Draper set was an easy winner and well worth the extra it costs.

Draper Wheel Nut and Bolt Extractor Socket Set (7 piece)

Price: £26.95 **Rating:** ★★★★★
Contact: *drapertools.com*

THE Draper set was head and shoulders above its competition here, with the 19mm socket managing to get an instant bite into our problem locking nut. We managed to remove it in less than a minute; it took longer to hammer the nut out of the socket once it had been removed, using the drift bar supplied as part of the kit.

Not only were we impressed by the performance and quality of this kit, but we also liked the attention to detail, with Draper supplying conventional 17mm, 19mm and 21mm sockets as well, meaning you've got all the bits you need to remove an entire wheel – after all, if you're removing the locking wheel nut, there's a good chance you'll want to get the other ones off as well.

Thinkwork 5-piece twist socket set

Price: £19.99 **Rating:** ★★★⯪☆
Contact: *amazon.co.uk*

THINKWORK may be the budget offering in this trio, but it did the job okay – the kit contains four twist sockets and a drift bar to use with a ½-inch square drive.

It was easy enough to tap the socket over the locking nut we needed to remove, and while it didn't gain purchase immediately, after a few turns we felt the nut start to loosen. However, for less than £7 more, the Draper set (above) offers much more and feels better made.

THINKWORK
5-piece Twist Socket Set
chromium molybdenum steel
1/2-inch square drive
easily extract damaged bolts, nuts and screws
22mm
21mm
19mm
17mm

Simply Tools 5pc Locking Wheel Nut Removal Kit

Price: £22 **Rating:** ★☆☆☆☆
Contact: *jrpdistribution.co.uk*

THE Simply set is similar to the Thinkwork (left) in terms of its content, but despite following the removal process to the letter, we had no joy with it. The 19mm twist socket wouldn't get sufficient grip to remove our locking nut.

We gave it a second chance on a different wheel, at which point the socket distorted and started chewing the end of the nut. We gave up and used the Draper set to finish the job, so we didn't end up having to extract a mangled wheelnut.

Super Glaze
halfords
Polish
Meguiar's
ULTIMATE COMPOUND
Angelwax
ENIGMA AiO
halfords
FINISHING POLISH
valet.com
Polish
FINISHING POLISH
SONAX
POLISH

BEST CAR POLISHES

We test 10 products to find out which is the best at restoring your car's gloss

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

POLISHING has a specific role to play in car care routines. Although the word is often used to mean any sort of cleaning, a proper polish will contain tiny particles of abrasive, which will gently smooth the layer of paint, removing tiny scratches to give an even shine. You can then add a protective layer of wax to keep it looking good.

The more abrasive cutting pastes and scratch removers are designed to be used on badly weathered or damaged paint, whereas the polishes we are testing here are gentler and can be used more frequently to reduce swirls and increase glossiness. They can also be used as the final finishing fluid when blending in new paintwork.

If you are covering a large area, you may want to invest in a machine polisher, but all the products we tried can also be applied by hand if you aren't afraid of hard work. Some contain their own coatings and fillers, which make the job of restoring and protecting paint easier. Overall, though, which of our 10 polishes glossed, and which lost?

How we tested

USING an MG with slightly tired paint as our test bed, we applied two pea-sized amounts of the 10 polishes to a new, clean foam pad and passed it over a section of panel 20 times using an even weight. Once we had assessed the ease and effectiveness, we added another blob of the products and tried them using a small three-inch electric detail polisher for 20 seconds, unless the instructions said they were for hand use only. Points were awarded for the shine on the test patches, ease of use, and value.

Meguiar's Ultimate Compound

Price: £13.04
Size: 450ml
Contact: *meguiars.co.uk*
Rating: ★★★★★

AUTO EXPRESS
BEST BUY
2026

WHILE other products here claim to have extra ingredients that fill scratches to create a shine, the Meguiar's just uses microscopic abrasives to polish the surface with remarkable effectiveness, quickly and easily bringing back the sparkle to our tired paint.

The pop-up lid makes dispensing the compound easy and it is thick enough to avoid being flung around when used with a machine. You'll need to add a layer of wax or another coating to maintain the shine, but the Meguiar's will give you a great base to start from at a reasonable price.

CLEAR COAT SAFE!
Meguiar's
Since 1901
ULTIMATE
COMPOUND
Colour & Clarity Restorer
-Quickly Powers Through Defects-
-Obsoletes Traditional Compounds-
BEFORE
AFTER
Net Wt. 450 ml (15.2 fl oz)

Sonax Xtreme Ceramic Polish All-In-One

Price: £21.60
Size: 500ml
Contact: *aaoil.co.uk*
Rating: ★★★★½

AUTO EXPRESS
RECOMMENDED
2026

ADDING the word ceramic to car care products is very fashionable these days, and sometimes we are dubious about the benefits. But the Sonax Xtreme undoubtedly did a great job of cutting through to produce an impressive shine.

The company claims it will also leave a coating that will protect the paint for up to three months, which would go a long way to justifying the extra cost over our winner. But to our eye the Meguiar's created a slightly better shine, so is worth the effort of using separate polish and protection.

SONAX
MADE IN GERMANY
XTREME
CERAMIC POLISH
ALL-IN-ONE
SI-CARBON TECHNOLOGY
CUT 6
PROTECTION 3
SMOOTHNESS 6

Angelwax Enigma AiO

Price: £32.95
Size: 500ml
Contact: *angelwax.com*
Rating: ★★★★☆

AUTO EXPRESS
RECOMMENDED
2026

BEFORE we looked at price, Angelwax's Enigma topped the points table for this test. We liked the pop-top container, which makes it easy to dispense the correct-sized blobs, and the fact you seemed to need less of the product to get decent coverage and results.

Whether we used hand or machine, it quickly removed the dull paint and other small imperfections, leaving a shine that equalled our winning Meguiar's and claims to add a protective coating too. But even though it was the best polish, it's not worth the extra it costs over our Best Buy.

A
Angelwax
HEAVEN SCENT WICKED FINISH
ENIGMA
AiO
CERAMIC INFUSED 'ALL IN ONE'
HYBRID COMPOUND

Halfords Advanced Finishing Polish

Price: £10.99
Size: 500ml
Contact: *halfords.com*
Rating: ★★★★☆

AUTO EXPRESS
RECOMMENDED
2026

THE name "finishing polish" precisely describes this product's strength. Although it doesn't have the necessary bite to really cut through flat paint or scratches, it did add a final level of extra gloss to paint that had been previously polished with harsher cutting pastes or was only lightly weathered.

There's no claim of ceramic ingredients, but it adds carnauba wax for protection. The bottle uses our favoured non-spill lid too, and it's good value at less than £11.

halfords
ADVANCED
FINISHING POLISH
VERSATILE BLEND OF CLEANSING AGENTS, REFINING POLISHES AND CARNAUBA WAX TO REMOVE INGRAINED CONTAMINANTS, BOOST DEPTH AND CLARITY OF PAINTWORK AND PROVIDE PAINT PROTECTION

icanvalet Fine Polish

Price: £9
Size: 500ml
Contact: *icanvalet.com*
Rating: ★★★½☆

NEWCOMER icanvalet offers a wide range of polishes, but we chose the Fine grade for this test rather than one of the harsher alternatives.

The brief instructions suggest the liquid should only be applied by hand, but a clear difference was made on our red paint. The pink hue does leave a slight tinge on white finishes, though. The polish is good value, and refill pouches for the bottle cost just £7.

icanvalet.com®
Fine Polish
Apply . Polish . Gleam
Directions for use
Safety
400ml
Made in the UK

Autoglym Super Resin Polish

Price: £13.60
Size: 500ml
Contact: *autoglym.com*
Rating: ★★★½☆

IF we were awarding points for aroma, Autoglym's Super Resin Polish would win, because this car care veteran has a familiar and pleasant smell.

It still does a great job too, gently cutting the surface while adding a layer of resin that fills small scratches. It can only be used by hand, but applying and removing the Autoglym takes little effort. The level of shine is not quite as good as our leaders manage, though.

AUTO GLYM
SUPER RESIN POLISH
A long-term beauty treatment for all paint types
Made in Great Britain

Halfords Polish

Price: £6.78
Size: 500ml
Contact: *halfords.com*
Rating: ★★★☆☆

THIS is a basic product designed to do the job at a low price – and it does work fairly well if you are prepared to make the effort. Applying the liquid – which is only allowed by hand – is easy and it has a similar pleasant smell to the Autoglym.

Although our rubbing did improve the appearance of the test car's paintwork, we think it's worth spending a little more to get a better result with less effort using one of our winners.

POLISH & PROTECT
halfords
SINCE 1892
Polish
Easy to apply polish that improves gloss and shine
PROTECT
EXTERIOR

VP Finishing Polish

Price: £9.25 **Size:** 500ml
Contact: *vp-uk.co.uk*
Rating: ★★★☆☆

THE VP has a lot going for it, because it can be applied by hand or machine, and its thick consistency means it doesn't get flung over the car when the application sponge is spun by the polisher.

It also has our preferred dispenser, is good value and leaves a visible coating on the paint, which VP claims contains exotic-sounding ingredients. However, it was slow to bring any shine to our bodywork.

VP
DETAILING
FINISHING POLISH
NOW.
CLEAN

Angelwax Perfect Polish

Price: £11.95 **Size:** 500ml
Contact: *angelwax.com*
Rating: ★★★☆☆

ANGELWAX'S second entry is at the other end of the cost scale, and this shows in the performance. It is designed to be applied solely by hand, because it is far too watery to be used with a machine.

If you do spill some on plastics or rubbers, it won't stain them white, though. But the ultra-fine abrasives in the liquid made little difference to our tired paint.

Angelwax
PERFECT POLISH

Infinity Wax Super Glaze

Price: £14.99 **Size:** 500ml
Contact: *infinitywax.com*
Rating: ★★⯪☆☆

ALTHOUGH called an "enhancement polish", the Super Glaze is non-abrasive, which means it doesn't cut into the paint surface. Instead, it claims to fill small imperfections with a levelling agent, which is also said to provide a protective layer.

While this improves the appearance temporarily, it had little effect on our lightly weathered paint so had low scores in this test.

INFINITY WAX
ULTIMATE ENHANCEMENT POLISH
SUPER
Glaze
PROFESSIONAL
WWW.INFINITYWAX.COM

Verdict

MEGUIAR'S Ultimate Compound takes top spot here, thanks to a combination of performance and value. It doesn't offer any additional protection once the paint has been polished to a shine, but it offers a great base for waxes and other coatings. Sonax Xtreme All-In-One does offer cut and protection all in one and is relatively low cost for a ceramic product, so it takes second place. Third goes to Angelwax's Enigma AiO, which would be our choice if cost were no object.

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WINNER
Mercedes GLE

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Mk3 model in the spotlight

68 **BUYER'S GUIDE**
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A good buy – but shop around

72 **3-CAR GARAGE**
TRIPLE THREAT
VW alternatives to Touareg

BUYING CARS

> "WITH A CAT N OR CAT S CAR, YOU COULD PERHAPS AFFORD A LOWER-MILEAGE, HIGHER-SPEC CAR THAN YOUR INITIAL BUDGET ALLOWED"

WHY A WRITE-OFF MIGHT JUST BE THE RIGHT CHOICE

RYAN BIRCH

Auto Express' content editor explains one way you could consider cutting the cost of your next used car – if you're willing to take a calculated risk

DRIVING can be an expensive and hazardous activity. One minute you can be on the way to the shops and the next you've got an accident-damaged car that's "uneconomical to repair" and written off. A courtesy car might cover you in the short term, but your next vehicle doesn't need to be as expensive as you might think – if you'll consider a Category N or Category S car.

I found myself in a similar situation to the one above, and while I accept that a categorised model isn't for everyone, if you take a calculated risk, it could really pay off.

A word of warning, though. Any vehicle advertised as Cat N or Cat S will have been involved in an accident and declared an insurance write-off. If you're buying through a dealer or motor group, chances are it will have already been repaired and returned to 'showroom condition'. But if you're unsure, it's best to ask before driving.

Categorisation occurs when an insurance provider decides the cost of repairing the damage on a car is too high compared to the value of that car. Category N refers to non-structural damage, often involving cosmetic or electrical components, while Category S covers damage to structural elements such as the chassis.

So, why buy a Cat N or S car? Above all, they can't command the same market values as an equivalent 'clean' vehicle that hasn't been in a prang. So you could potentially afford a lower-mileage, higher-spec car than your initial budget might have allowed. Cars requiring repair can be purchased for even less, but there is a risk that you bite off more than you can chew.

Take the Skoda Octavia vRS estate as an example. A 2021 car with 60,000 miles is around £21,000. In the classifieds for the same money, you can get a repaired 2023 Cat S vRS with under 19k miles. And because many buyers avoid categorised cars, you might even haggle the price down further.

Before you buy, though, there are a few things to consider. While the purchase price is often low, you may need to factor in the cost of additional repairs. Plus, insurance premiums on a categorised car might be higher, or cover be more difficult to secure, than for a regular car. You also might find it harder to sell a categorised car later on – and it will go for a lower price than an equivalent non-categorised model.

When you're considering purchasing a Cat N or Cat S car, safety is paramount. If the vehicle has been fixed, ask the seller for documentation and pictures of the damage before the car was repaired, plus request any receipts from the repair process.

When inspecting a repaired categorised car, look for poor-quality work, large panel gaps or warning lights. Perhaps get an independent mechanic to inspect the car and confirm its roadworthiness, too.

Ultimately, trust your instincts. If it doesn't feel right or the repairs look suspicious, then walk away.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

DRIVING EXPERIENCE

YOU SAID "It's worth getting to grips with the driving modes. The throttle response and acceleration are superb, but it should sound more exciting inside. I'm really impressed with the brakes; get carried away with them and they'd snap you in half!"

MPG AND RUNNING COSTS

YOU SAID "Having it serviced by a main dealer is far more expensive than it should be, but fuel efficiency is very good; insurance is average."

> "It's a small car but it's roomy. It's also reasonably luxurious and very affordable. All in all, I think it's great value."

INFOTAINMENT AND ELECTRICS

YOU SAID "The infotainment is great because the menus are intuitive and the displays are very clear. Phone connectivity is also impressive; I use the BMW app on my phone, and that works brilliantly. To cap it all, the Harman Kardon speakers are great."

PRACTICALITY AND SPACE

YOU SAID "A bit more boot space wouldn't go amiss, but the load bay is decently wide, which aids practicality. I'm impressed by the rear-seat legroom, because although the 1 Series isn't a big car, there's plenty of space."

> “Easy to drive and comfortable to travel in, my 120d feels like a high-quality product – and a very safe one too, with all of its cutting-edge technology.”

POSITION 17th

BMW 1 Series Mk3

Richard Dredge

IT’S more than two decades since the original BMW 1 Series arrived. Launched in 2004, it brought BMW ownership within reach of more people than ever before, and the second-generation car of 2011 did the same, while also being more accomplished.

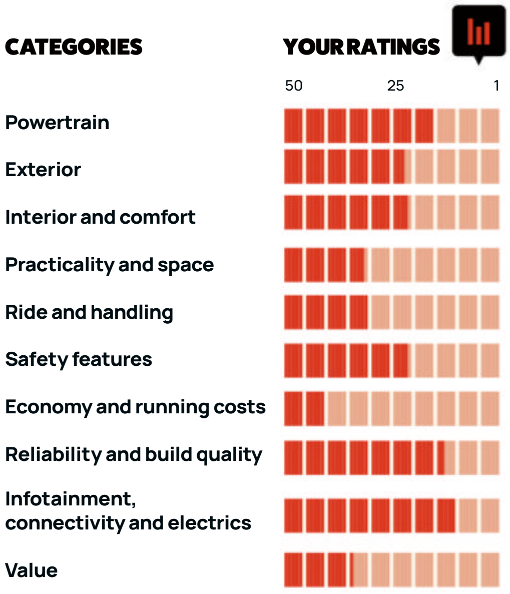
The Mk3 of 2019 brought a big change with the introduction of front-wheel drive, and, as usual, there was a wide choice of petrol and diesel engines, plus the option of four-wheel drive with some of them. An all-new 1 Series arrived in summer 2024, but it’s the Mk3 that’s in the latest Driver Power survey, in 17th place. That’s a good result for a car that went on sale six years earlier and is an improvement on 2024 when it came 25th, while in 2023 it finished in 72nd out of 75 models.

There are no spectacular scores for the 1 Series though, with just a handful of top-10 rankings. The best is sixth for front-seat comfort, with interior design seventh. There are then a trio of number 10 slots, for acceleration, smartphone connectivity and the balance of physical switches and touchscreen controls. Reliability is in 13th place, while owners rank the overall quality 15th; that’s also where they’ve put the built-in sat-nav, along with the infotainment systems and the quality of the exterior finish.

The sole poor score is 49th for servicing costs. Boot capacity comes 40th and steering response is 39th, while owners aren’t that impressed with the ride quality, because they’ve ranked this 35th. But most areas finish mid-table or better.

OVERALL SCORE 86.21%

USED PRICES FROM: £10,000 **YEARS:** 2019 to 2024
CO2: 114-123g/km **FUEL ECONOMY:** 40-47mpg (118i)
BEST OPTIONS: Space-saver spare wheel, panoramic glass roof, Comfort Pack, Technology Pack



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car’s ranking

INTERIOR AND COMFORT

YOU SAID “The leather-trimmed interior looks very stylish and is easy to clean. The panoramic roof really opens up the cabin and adds an air of class. The windows are large, but all-round visibility isn’t especially good; you must be careful when switching lanes on a motorway.”

YOUR VIEW

Reader comments reflecting how they feel about their car

> “Great to drive with a truly impressive auto gearbox, a responsive engine, good brakes and a smooth ride. Infotainment is a class act.”

> “Handles well, with good performance for the size of engine. The interior is refined and well thought out; sports seats are great.”

> “The passenger seatbelt knocks when not in use, and the rear parking sensors stop me from reversing close to my garage wall.”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

WANT ONE?

IF you’re in the market for a BMW 1 Series, check out our marketplace to see used models on sale right now

USED BUYER

FROM £18,000 Swedish brand's first electric ve

Richard Dredge

NEXT year Volvo will celebrate its centenary, and it's fair to say that this enigmatic brand has been through a fair few changes during its lifetime. Once famed for its capacious estates, the Chinese-owned Swedish brand now makes pretty much nothing but SUVs and crossovers.

Always environmentally aware, Volvo has also heavily embraced electrification, although it wasn't until 2021 that it sold an electric-only model, the C40 Recharge, later renamed EC40. Spun off from its XC40, which came in petrol, diesel, hybrid and plug-in hybrid forms as well as electric, the more coupé-styled C40 was only an EV.

With no ICE options, the C40 hasn't been as popular as it might have been with a wider choice of powertrain options (like the XC40/EX40), but that doesn't make the car a dud. Far from it in fact...

HISTORY

VOLVO unveiled the C40 Recharge in March 2021 and three months later the order books opened, but the first cars weren't delivered until early 2022. Available only to buy online, the C40 Recharge was fitted with a 78kWh battery, which gave a range of up to 261 miles. With two motors (one on the front axle and one on the rear), the C40 Recharge came with 402bhp and four-wheel drive as standard.

By March 2022 there was also a 228bhp single-motor C40 Recharge available, with a 69kWh battery, front-wheel drive and a range of up to 269 miles. This was superseded in January 2023 by a rear-wheel-drive single-motor car with either a 69kWh or 82kWh battery; from this point on, the twin-motor AWD C40 Recharge also featured the 82kWh battery.

The next change came in April 2024 when the C40 Recharge was renamed the EC40, then from February 2025 an all-new (and much more responsive) infotainment system was fitted.

WHICH SHOULD I BUY?

LONG-range models are the most usable in terms of range, and are therefore the easiest to sell on, and bearing in mind the premiums aren't necessarily that high for one of these, it's the model we'd aim for. The key is to shop around, because prices vary significantly.

All C40s are well equipped, with even the entry-level Core having LED headlights, a powered tailgate, front and rear parking sensors and a rear camera, auto-folding door mirrors, heated front seats, a panoramic glass roof, dual-zone climate control, an eight-speaker hi-fi and a nine-inch touchscreen.

Plus spec adds heating for the rear seats and steering wheel, electric adjustment for the front seats, and a heat pump. Ultimate comes with an opening glass roof, adaptive headlights, a 12-speaker hi-fi and 360-degree cameras.

PRICES

FIND a C40 Recharge with 60,000 miles on the clock and you might pay as little as £18,000 for it, but many of the cars for sale have done less than half this mileage, which is why you should expect to pay at least £20,000. This buys a single-motor, 20,000-mile, 72-plate Core.

An additional £1,000 gets you into a 71-plate twin-motor Pro with 40,000 miles under its belt. Buy one of the last twin-motor C40 Recharges (25-plate, 5,000 miles) and you can pay up to £38,000 for it; but shop around and you can buy an equivalent EC40 for a few thousand pounds less.

Stick with a single-motor EC40 and you can secure a 5,000-mile extended-range Ultra model on a 24-plate for £32,000.

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

✓CHECKLIST

COMMON PROBLEMS

Some owners have had problems with infotainment glitches, including Apple CarPlay; other issues include suspension rattles and steering wheel vibrations because of faulty electric motors.

ON THE PULL

Many EVs aren't homologated to tow, but in twin-motor form the C40 can haul up to 1,800kg, although this will take a significant toll on the car's range. Single-motor versions are able to pull up to 1,500kg.

CHARGE!

At the outset, the C40 Recharge could charge at up to 150kW, which was increased for dual-motor models to a rapid 200kW for the 2023 model year. But single-motor versions can only charge at 130kW.

PEACE OF MIND

As standard, the C40 has a three-year/60,000-mile warranty; this can be extended to four years or 80,000 miles. The Volvo's battery is covered for eight years or 100,000 miles.

DESIGN
Spoiler on the tailgate adds a sporty touch

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Volvo C40s for sale now

ON THE ROAD
Acceleration is strong in both single and twin-motor versions, and body control is good for a high-riding SUV

R'S GUIDE Volvo C40

hicle has a lot going for it as a used buy, but check its rivals before committing to a purchase

RIMS
Most C40s have 19 or 20-inch alloy wheels, with wider tyres fitted on the rear than at the front

RUNNING COSTS

BUY a C40 registered before 1 April 2025 and you'll pay £195 per year for VED; after this the cost jumps to £620 until the car's sixth birthday, because by this point the entry-level purchase price was more than the £50k threshold (£52,555). Some entry-level single-motor C40s are in insurance group 34, but most sit in group 36 or 38, while twin-motor models are in groups 41-43.

Maintenance requirements aren't huge; a service is due only every two years or 18,000 miles. Expect to pay around £210 for this, which includes fresh brake fluid and a new pollen filter. These are the only items scheduled to be replaced at a specific time; everything else, such as the tyres, brakes and suspension are checked at each service and replaced only when needed, which can be very rarely, depending on the driving style.

RECALLS

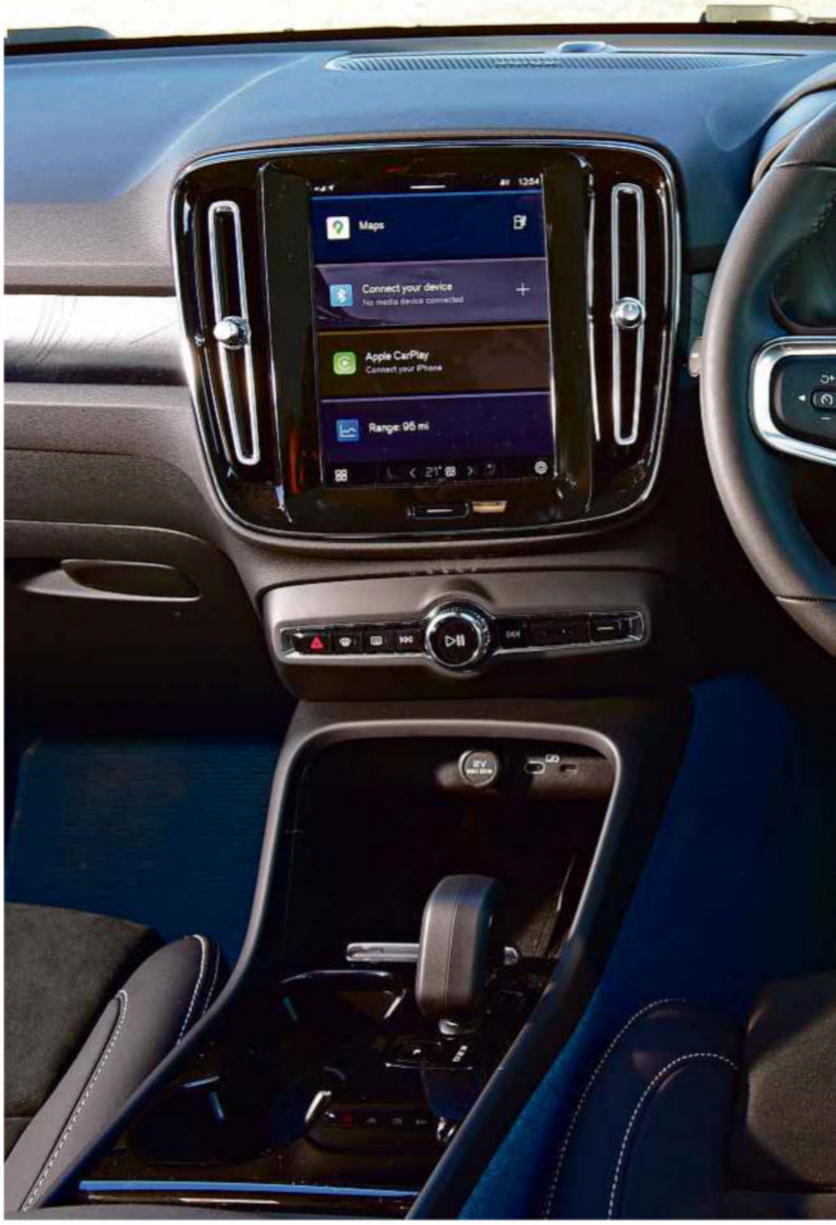
THERE have been no recalls for the EC40 yet, and just two for the C40. The first was in January 2023 and involved more than 10,000 Volvo cars, including the V60, XC60, V90, XC90, S60 and S90.

All of the C40s included in the first campaign were manufactured between September and December 2022. The problem centred on the brake-control module, which operated by faulty software; an update was all that was needed to fix things.

The second recall, which came in June 2025, was also because of software glitches, which once again affected multiple models and could lead to braking problems, this time during one-pedal driving downhill. All of the vehicles affected were made between October 2021 and June 2025.

INTERIOR

Infotainment is easy to use but feels a little outdated prior to the 2025 update; some materials inside car seem cheap



STYLING

Nose features Volvo's distinctive badge on the blanked-off grille

ON THE ROAD

ALL C40s are restricted to 112mph, but even the single-motor C40 has plenty of acceleration; 0-62mph takes 7.3 seconds compared with less than five seconds for the twin-motor models, so passing dawdling traffic is easy.

Throw in well weighted steering and body control that's very good for such a high-riding car, and the C40 acquits itself well dynamically, even if it isn't all that rewarding to drive as such. The icing on the cake is impressive refinement, which ensures motorway journeys are very relaxing and further helped by the raised driving position that you'd expect in an SUV.

VOLVO
KX72 JNL

ALTERNATIVES

THE C40's obvious and closest rival is the Volvo EX40, which shares most of the C40's traits but offers more cabin and boot space. If you must have an electric coupé-SUV then we'd suggest that you take a look at the Polestar 2, which is better to drive than the C40. Better still is the BMW iX1, which is superior in most respects, although the German model doesn't ride as comfortably.

The Cupra Born is another really good all-rounder, while the Mercedes EQA has a lovely cabin and is refined. You should also consider the Tesla Model Y, Kia EV6 and Audi Q4 e-tron as well as the Volkswagen ID.3, MINI Countryman, BMW iX2, Hyundai Kona and Ioniq 5, Renault Megane E-Tech and Ford Mustang Mach-e.

PRACTICALITY

A 404-litre boot should cater for most needs, but flip the rear seats down and that expands to 1,196 litres; back seats can accommodate three people

INTERIOR

THE design is appealing, but some materials feel a bit cheap. However, Volvo has been sensible with the provision of buttons and the portrait-format infotainment is easy to use. There's room for three adults in the back, although space is a bit tight; boot space is competitive, at 404 litres, or 1,196 litres with the back seats down.

DRIVER POWER

THE C40 hasn't appeared in any Driver Power surveys, but the XC40 that sired it has appeared each year since 2020, when it came 14th out of 75. The following year it climbed to eighth, before dropping to 23rd in 2022. By 2023 it was down to 61st, while in 2025 it came 37th out of 50.

Its safety features are the biggest draw, while ride quality and most interior aspects get the thumbs up. Driving pleasure, the infotainment and running costs get the thumbs down, though.

VERDICT ★★★½☆

WHEN we ran an EC40 on our fleet for eight months, we liked most things, including its exterior design, efficiency and usability, the last one helped by a 240-mile real-world range. But we weren't so taken by the cabin quality, including the outdated infotainment, or the rear visibility. The latter isn't helped by the coupé silhouette, and on paper the EC40 makes more sense than its C40 sibling.

Our road testers also reckon that many of the Volvo's rivals are a better buy, things not helped by the C40's high cost when new. As a second-hand buy the Swedish model makes more sense, but we'd still check out some of those alternatives before opting for the Volvo.

VOLKSWAGEN UP! GTI £13,988

1

THE up! GTI is the furthest thing from a Touareg in Volkswagen's recent portfolio, but given that we've got other cars here to cover the practical side of life, it's a worthy indulgence.

Rightfully drawing comparisons with the Mk1 Golf GTI when it was launched, the up! GTI is lightweight – at around 1,000kg – has a rev-happy 115bhp 1.0-litre three-cylinder engine and fantastically nimble handling.

The example we've found really looks the business, too, with its GTI bodykit and 17-inch wheels. It's barely lost any value in five years, costing just under £14,000, and it should continue to repel depreciation in the future, considering how rare small, cheap hot hatches are now.

Scan the QR code to find a used VW up! through Auto Express's network of trusted dealers.

"The up! GTI rightfully drew comparisons with the Mk1 Volkswagen Golf GTI when it was launched"

3 CAR GARAGE

Score a VW hat-trick for the price of a final Touareg

By Alastair Crooks

VOLKSWAGEN'S model range is pretty broad, but in 2027 its flagship SUV will be leaving a big hole in the line-up. Yes, the Touareg, Volkswagen's first SUV, is getting the chop next year, and to mark its end, the company recently announced a £72,000 Touareg 'Final Edition'. This got us thinking about what three cars from VW we'd like to fill our imaginary garage for the same price.

Go Volkswagen crazy with a racy up! GTI, California campervan and all-electric ID.4 for the same cost as a new Final Edition Touareg SUV

VOLKSWAGEN CALIFORNIA £44,950

2

IF we're talking about depreciation, the California holds its value better than almost anything. Surfers, campers and outdoorsy types love them, and it's not hard to see why. The powertrain is VW's trusty 148bhp 2.0-litre diesel and the California is surprisingly refined to drive, given its van roots.

This Ocean model comes with a suite of appliances to make the VW your home from home. There's a full kitchenette with sink, gas hob and refrigerator, while the front seats turn to create a lounge-style interior.

Being the older 2018 model, this California comes from a time when VW nailed interior ergonomics, so there are no annoying touch-sensitive controls up front either.

IF you're in the market for a VW California, scan the QR code to see used examples that are available to buy right now

"Surfers, campers and outdoorsy types love the Volkswagen California, and it's not hard to see why"

VOLKSWAGEN ID.4 £14,950

3

THE heavy California is fairly thirsty and the up! GTI isn't very spacious, so offering day-to-day practicality is the ID.4. For less than £15k you can have an electric SUV with a big 543-litre boot, a classy cabin and the typical refinement you'd expect from an EV.

With its 148bhp e-motor offering a 0-62mph time of nearly 11 seconds, the ID.4 we've found isn't that quick and won't thrill in corners. But the mid-sized SUV is easy to drive in town. This 2021 example has done just over 40,000 miles, but there are cheaper alternatives on the Auto Express Find a Car service with higher mileages.

SCAN the QR code to view used ID.4s for sale in our marketplace.

"For less than £15k you can have an SUV with a classy cabin and the refinement you'd expect from an EV"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	153	44	£55160
1.8T (300) auto A110 GTS	40.4	4.2	158	44	£69890
1.8T (300) auto A110 R 70	41.5	3.9	155	46	£106490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal 6 - 4840x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (184) auto Boost	122.8	8.9	52	28	£33990
1.5 DM-i (212) auto Comfort Lite	188.3	8.5	34	31	£36490
1.5 DM-i (212) auto Comfort	188.3	8.5	34	31	£36990

Touring estate: add £1000

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHANGAN

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Deepal S07 - 4750x1930mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
80kWh (214) auto Ultra	295	7.9	0	45	£39990

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

Tiggo 9 - 4810x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (428) auto Summit	470.8	5.4	31	44	£43105

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	15	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	24	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	24	£26565
44kWh (113) auto Plus	188	11.7	0	16	£23095
44kWh (113) auto Max	188	11.7	0	16	£25095
54kWh (113) auto Extended Plus	248	13.0	0	15	£24995
54kWh (113) auto Extended Max	249	13.0	0	15	£26995

Seven seats: add £765 to petrols

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32910
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33710
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34850
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£36995
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£38935

No. 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Pallas+	54.3	10.4	117	19	£32200
1.2 Hybrid (145) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas+	323.3	7.4	60	28	£39000
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.4	60	33	£41800
54kWh (155) auto E-Tense Pallas	279	7.1	0	30	£36995
54kWh (155) auto E-Tense Pallas+	279	7.1	0	29	£39160
54kWh (155) auto E-Tense Etoile	278	7.1	0	31	£41860

No. 8 - 4820x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54790
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

Jules Verne: add £5500 to Etoile Long Range

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GEELY

Dealers: TBC **Warranty:** 8 yrs/125000 mls

EX5 - 4615x1901mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.2kWh (218) auto SE	267	6.9	0	35	£52645
60.2kWh (218) auto Pro	258	6.9	0	35	£49545
60.2kWh (218) auto Max	255	6.9	0	36	£52805

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

Prelude - 4525x1880mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Advance	54.3	8.2	117	N/A	£40995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 5 - 4380x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (140) auto Pure	41.0	10.2	159	25	£24505
1.6T (140) auto Luxury	41.0	10.2	159	26	£28000
61kWh (207) auto Pure	248	7.7	0	34	£27505
61kWh (207) auto Luxury	248	7.7	0	34	£30505

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	24	£30115
1.6T (147) auto Luxury AWD	35.3	11.8	182	23	£33945
1.5T PHEV (204) auto Luxury	403.0	6.1	23	31	£35165

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

K4 - 4440x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T (113) Pure	49.6	12.2	129	N/A	£25995
1.0T (113) auto Pure	49.6	12.3	129	N/A	£27495
1.0T (113) auto GT-Line	49.6	12.3	130	N/A	£29995
1.0T (113) auto GT-Line S	48.7	12.3	132	N/A	£33995
1.6T (147) auto GT-Line	43.5	9.1	148	N/A	£31295
1.6T (177) auto GT-Line S	42.2	8.4	152	N/A	£36195

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	25	£15995

B10 - 4515x1873mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto B10	270	8.0	0	32	£31495

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	40	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	27.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Leaf - 4350x1810mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (218) auto Engage	375	7.6	0	N/A	£35999
75kWh (218) auto Engage+	358	7.6	0	N/A	£36899
75kWh (218) auto Advance	356	7.6	0	N/A	£37999
75kWh (218) auto Evolve	340	7.6	0	N/A	£39999

Qashqai - 4394x1806mm
Euro NCAP: ★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4373x1824mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Knight	31.2	10.1	168	27	£23990
1.6T (147) auto Noble	31.2	10.1	168	28	£27490
61kWh (211) auto Knight	267	7.2	0	33	£33065
61kWh (211) auto Noble	267	7.2	0	33	£34564

Omoda 7 - 4660x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Knight	31.2	7.9	170	N/A	£29915
1.5T PHEV (204) auto Knight	N/A	8.4	23	N/A	£32000
1.5T PHEV (204) auto Noble	N/A	8.4	23	N/A	£35000

Omoda 9 - 4775x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£20495
1.2 PureTech (100) Allure	58.2	10.1	114	21	£25145
1.2 PureTech (100) GT	58.2	10.1	121	21	£27295
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26950
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£29100
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£30300
50kWh (136) auto Allure	219	8.1	0	28	£30150
50kWh (136) auto GT	219	8.1	0	31	£32300
51kWh (156) auto Allure	263	8.2	0	28	£30950
51kWh (156) auto GT	261	8.2	0	31	£33100

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	22	£29995
1.2T Hybrid (145) auto GT	62.6	9.3	111	22	£32095
1.6 PHEV (195) auto Allure	148.1	7.9	50	28	£35095
1.6 PHEV (195) auto GT	148.1	7.9	51	29	£37195
54kWh (156) auto Allure	267	9.8	0	26	£30995
54kWh (156) auto GT	267	9.8	0	26	£32995

308 SW: add £1200, **GT Premium:** add £1300 to GT

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35565
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38885
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£36710
58kWh (210) auto GT	280	7.6	0	34	£38605

GT Premium: add £3230

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (136) auto Allure	199	11.3	0	22	£32350
52kWh (136) auto GT	199	11.3	0	22	£35295
52kWh (136) auto Allure Long	199	11.3	0	23	£33250
52kWh (136) auto GT Long	199	11.3	0	23	£36195

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Combi	217	14.3	0	38	£36990
75kWh (136) auto Active	217	14.3	0	38	£42595
75kWh (136) auto Combi Long	217	14.3	0	40	£37890
75kWh (136) auto Active Long	217	14.3	0	40	£43495

Allure: add £5325 to Active

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£29240
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£32095
1.2 Hybrid (145) auto Allure	62.1	8.3	112	23	£32870
54kWh (156) auto Allure	247	9.1	0	26	£35400

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	52.5	10.2	121	22	£37790
1.6 PHEV (195) auto Allure	356.2	7.8	55	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£46060
73kWh (325) at Dual Motor GT Prem	306	6.5	0	42	£54590
97kWh (230) auto Allure	435	8.7	0	34	£48760

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£40470
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43360
73kWh (210) auto Allure	310	9.7	0	33	£48560
73kWh (325) at Dual Motor GT Prem	291	6.0	0	40	£57290
97kWh (230) auto Allure	414	9.6	0	35	£51260

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Sport Turismo: add £1000 (not Turbo GT/Turbo GT Weissach)

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pure	193	6.7	0	30	£29960
49kWh (272) auto Pro	193	6.7	0	30	£32960
66kWh (272) auto Pro+	261	6.7	0	30	£36960
66kWh (272) auto Premium	273	6.7	0	31	£39660
66kWh (428) auto Brabus	248	3.9	0	37	£44960

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£33960
66kWh (272) auto Pro+	270	5.8	0	34	£37960
66kWh (272) auto Premium	283	5.8	0	36	£40660
66kWh (272) auto Anniversary Ed	283	5.8	0	36	£40960
66kWh (428) auto Brabus	258	3.7	0	41	£46460

#5 - 4695x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
76kWh (340) auto Pro	288	6.9	0	41	£39800
100kWh (363) auto Pro+	366	6.5	0	42	£43800
100kWh (363) auto Premium	366	6.5	0	43	£47300
100kWh (588) auto Pulse	335	4.9	0	44	£47300
100kWh (588) auto Summit Edition	335	4.9	0	45	£48800
100kWh (646) auto Brabus	335	3.8	0	46	£51800

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

e Vitara - 4275x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Motion	213	9.6	0	20	£26249
61kWh (174) auto Motion	264	8.7	0	23	£29249
61kWh (174) auto Ultra	264	8.7	0	23	£30449
61kWh (183) auto Motion 4x4	245	7.4	0	27	£31249
61kWh (183) auto Ultra 4x4	245	7.4	0	28	£34049

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3776x1740mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	76.4	9.2	87	N/A	£21595
1.5 VVT-i Hybrid (116) auto Design	76.4	9.2	87	N/A	£23695
1.5 VVT-i Hybrid (116) auto Excel	76.4	9.2	87	N/A	£26045
1.5 VVT-i Hybrid (116) auto GR Sport	76.4	9.2	87	N/A	£26895

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	68.9	9.7	92	13	£23445
1.5 VVT-i Hybrid (116) auto Design	68.9	9.7	91	14	£24495
1.5 VVT-i Hybrid (130) auto Excel	67.3	9.2	95	16	£28195
1.5 VVT-i Hybrid (130) auto GR Sport	67.3	9.2	96	15	£29645

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (276) GR Yaris	32.5	5.2	197	43	£46045
1.6T (276) auto GR Yaris	29.7	N/A	215	43	£47545
1.6T (276) GR Yaris Ogier/Rovanpera	32.5	5.2	197	44	£61750

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30795
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32445
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33745
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34545
2.0 VVT-i Hybrid (178) auto Icon	64.2	7.4	101	21	£32595
2.0 VVT-i Hybrid (178) auto Design	62.8	7.4	105	21	£34195
2.0 VVT-i Hybrid (178) at GR Sport	61.4	7.4	106	21	£35495
2.0 VVT-i Hybrid (178) auto Excel	61.4	7.4	106	22	£36295

Touring Sports estate: add £1350

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37895
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39995

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Short	160	11.2	0	18	£31995
50kWh (136) auto Design Short	160	11.2	0	19	£36595
50kWh (136) auto Icon Long	160	11.2	0	19	£33245

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45895
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49395
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46595
75kWh (136) at Design Prem Lng 8st	143	12.1	0	N/A	£53895
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55995

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	101	11	£26495
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	103	12	£28295
1.5 VVT-i Hybrid (130) auto Design	62.8	10.7	102	14	£28595
1.5 VVT-i Hybrid (130) auto Excel	62.8	10.7	109	14	£32045
1.5 VVT-i Hybrid (130) at GR Sport	62.8	10.7	109	14	£32245
1.5 VVT-i Hyb (130) at AWD Excel	55.4	11.3	115	14	£34445

Urban Cruiser - 4285x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Icon	213	9.6	0	N/A	£29995
61kWh (174) auto Design	264	8.7	0	N/A	£33495
61kWh (174) at AWD Excel	264	8.7	0	N/A	£35745

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31645
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£35045
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38745
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£41245
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39340
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£43095
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£44045

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
57.7kWh (167) auto Icon FWD	275	8.6	0	32	£39995
73.1kWh (224) auto Design FWD	352	7.4	0	36	£45795
73.1kWh (343) auto Excel AWD	292	5.1	0	41	£51545

Excel: add £3200 to Design FWD

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£45395
2.5 VVT-i PHV (306) at GR Spt AWD	282.4	6.0	22	37	£50245

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	282	49	£80740

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	248	45	£44195
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	250	45	£48245
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£45345
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	265	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£76150

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Estate: add £1350 (not PHEV/GTI)
Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Pro Match	325	6.6	0	39	£46120
79kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match	344	6.7	0	35	£45900
79kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (462) at 4MOT R Final	115.4	5.2	56	49	£81455
3.0 V6 TDI (286) auto 4MOT Final Ed	34.4	6.4	215	45	£72535

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

ES90 - 5000x2054mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
92kWh (333) at Single Motor Plus	401	6.6	0	44	£69760
92kWh (333) at Single Motor Ultra	400	6.6	0	45	£79160
106kWh (449) at Twin Motor Ultra	435	5.4	0	48	£83360
111kWh (680) at Tw Mot Perf Ultra	435	4.0	0	50	£87960

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Motor Plus	385	4.7	0	50	£89560
111kWh (408) at Twin Motor Ultra	375	5.7	0	50	£96360
111kWh (517) at Tw Motor Perf Ult	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4758x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.5kWh (251) auto Standard Range	292	6.9	0	N/A	£39990
80.8kWh (296) auto Long Range	326	6.7	0	N/A	£44990
80.8kWh (486) at AWD Performance	317	4.1	0	N/A	£49990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

THE official new car-buying results for 2025 are in. And just over two million were purchased by consumers in Britain last year. So far, so good.

Of the Brit-based companies, Bentley and MINI did well to increase sales. But plucky Vauxhall (still British, right?) performed even more impressively, thanks to a hike in orders plus the added bonus of grabbing a larger share of the growing market. This is what happens when a firm gets real, becomes less greedy and does the fair, decent and sensible thing of offering the right deals (especially on Fronteras and Grandlands), resulting in more Vauxhalls in the hands of more paying customers. Simple! Let this be a lesson to some of its sleepy rivals, who daftly continued to price themselves out of the market.

> **"LET VAUXHALL'S LARGER SHARE OF THE GROWING MARKET BE A LESSON TO SOME OF ITS SLEEPY RIVALS, WHO CONTINUED TO PRICE THEMSELVES OUT OF THE MARKET"**

Delve deep into the data, as I've done in recent days, and it's clear that some traditional companies are progressively and inexplicably deteriorating when it comes to the basic task of selling products to generally savvy British consumers, who rightly refuse to be ripped off or stick with legacy brands.

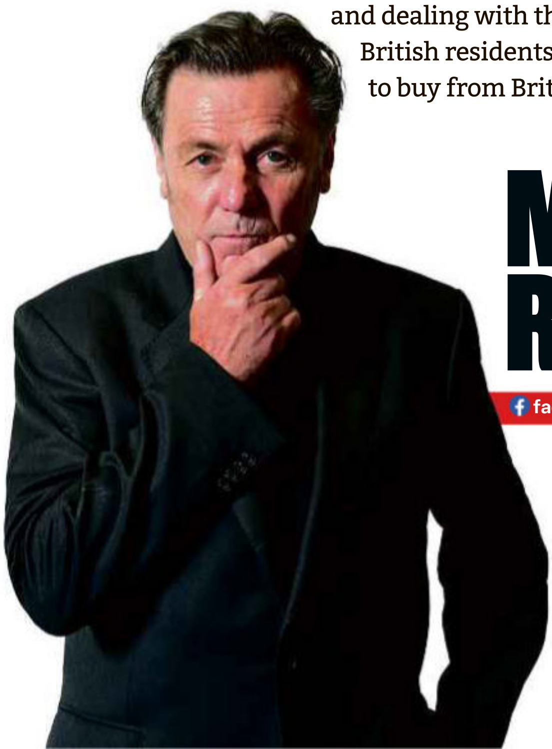
Meanwhile, one daringly disruptive band of manufacturers that's more rad than trad has quickly mastered the art of embracing and appealing to such customers. What they have in common is this: they're largely unknown, comparative newcomers based in and primarily (but not always) manufacturing out of state-of-the-art factories in China.

Never mind that most Brits know next to nothing about them and sometimes struggle to recognise, say or even spell their names. More importantly, they're convincing us with prices, quality, designs and warranties that sit somewhere between good and great.

Almost overnight, this new, still somewhat mysterious Gang of 12 has won over the hearts, minds and wallets of UK buyers. Brits are, for the first time ever, buying more cars from BYD, Changan, Chery, Geely, GWM, Jaecoo, Leapmotor, Maxus, MG, Omoda, Skywell and XPeng than from dozens of long-established UK-based firms put together.

It's a historic moment that this handful of Chinese makers is already selling more cars here than all our UK-based businesses. And to add insult to injury, their successes at such an early stage of campaigning in the UK are largely responsible for British firms now suffering a sub-10 per cent share of the domestic market they once dominated.

At last count we had 11 mainstream or major premium/sports car makers on British soil, plus at least 60 small specialists. It was inevitable that the Gang of 12 would sell more cars to UK consumers than our 70-plus Brit-based firms. But that historic moment has been and gone. Now, we must look forward by understanding and dealing with the harsh fact that just over 90 per cent of British residents who bought new cars last year chose not to buy from British-based firms. Now, why would that be?



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